VOLUME IV NUMBER 25 July 6, 1967

CYCLE NEWS

25¢

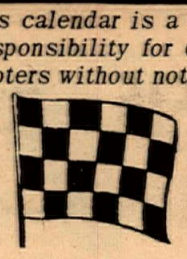
Next week it'll be slidin' time at Tulare Fairgrounds. Jimmy Odom, pictured all hung out in this photograph, is favored to win the Amateur event. CYCLE NEWS will feature a detailed report of the 5-mile National in next week's issue.

CYCLE NEWS
6477 N. Long Beach Blvd.
Long Beach, Calif. 90805
Telephone (213) 423-0431

NEWSPAPER

CALENDAR of EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.



DUE TO 4TH OF JULY ON TUESDAY, CYCLE NEWS WILL BE PUBLISHED ONE DAY LATER.

EVERY TUESDAY NIGHT

SPORTSMAN SHORT TRACK, pit gates open at 6 p.m. Adm. $1.50. Children eight and under free. Races start at 8 p.m. at Trojan Speedway, located corner Long Beach Frwy. and Firestone Blvd.

EVERY WEDNESDAY NIGHT

A.C.A. SHORT TRACK RACING Orange County Speedway 100, 200, 250cc and 500cc single Class A. First event begins 8:00 p.m., qualifying 7:00 p.m., pit gates open 6:30 p.m. Orange County Speedway take Santa Ana Freeway to Laguna Canyon off-ramp, make left turn at first street Valencia, proceed approx. 2 miles to track.

EVERY THURSDAY NIGHT

SPORTSMAN T.T. at new Trojan Speedway, every Thurs. night from now til November. Three classes: 100cc & under; 101-200cc; Pit gate opens at 6 p.m. and closes at 7:30 p.m. Race time every Thursday night 8:15 p.m.

EVERY FRIDAY NIGHT

SHORT TRACK RACING at Vallejo Speedway's quarter-mile clay oval. AMA sanctioned, all classes 250cc and under. Practice 7 p.m., first race at 8:30 p.m.

AMA CLASS C HALF MILE, Every Friday, Ascot Park 183rd and Vermont, Gardena. All professional classes; first race 8:15

FIRST SATURDAY OF EVERY MONTH

PROFESSIONAL TT at Ascot Park, Gardena, 183rd and Vermont. Practice 7 p.m., Races start at 8:15 p.m.

EVERY SATURDAY NIGHT

TT RACING under the lights at Elsinore Race Track. Just off Highway 71 East of Perris turnoff. Sportsman trophies for all classes. Spectators welcome.

SHORT TRACK for 250s only at Hannagan track in Bellingham, Wash. Practice at 6 p.m.

SHORT TRACK RACING at Chico, Calif. AMA sanctioned. Located 14 miles south on Hwy 99E and Gage Shippee Rd. No brakes or shifting after start allowed. $1.50 ride or watch. Starting time 8:30 p.m., pit gate closes 8 p.m.

SPORTSMAN SCRAMBLES at Hayward Speedway on Depot Rd. Class "C" tires only. $1.50 to ride or watch. Sign-ups start at 4 p.m. until 6 p.m. Practice from 4:30 to 6:30 with 1st race starting at 7:30 p.m. NO PHONE-IN entries will be accepted.

EVERY OTHER SATURDAY

ROAD RACE SCHOOL at Whiteman Air Park, 12930 Pierce St., Pacoima (corner Pierce St. and San Fernando Rd.). Street bikes preferably, 9 a.m. start, $10.00 per student. For information call Bob Braverman at (213) 785-2421.

EVERY SATURDAY, JULY 8–SEPT 2

QUARTER MILE TT at Aurora Speedway on Donald Rd in Aurora, Washington. Practice 7 p.m., racing begins at 8. For info call (206) 654–9972 or 253–5782 or 695–7891.

EVERY SUNDAY, May 21- Sept. 23

PROFESSIONAL EIGHTH MILE Short Track. $200.00 purse. Classes for 100cc, 200cc, 500cc and Open. Practice at 4:30 p.m., racing begins at 6 p.m. For info. call (206) 695-7891. Aurora Speedway, Aurora, Washington.

EVERY 1st SUNDAY

BEARDSLEY RACETRACK MOTOCROSS Scrambles and TT. AMA sanc., Copper State Cycle Club. Located 25 miles northwest of Phoenix, Ariz. on U.S. Hwy 60.

WESTERN NATIONAL CALENDAR

July	1	5 Mile, Tulare
	8	30 Lap T.T., Castle Rock
	16	20 Mile, Portland
	22	50 Lap T.T., Ascot Park
Sept.	9	8 Mile, Ascot Park
	17	25 Mile, Sacramento
	24	75 Mile Road Race, Carlsbad

Entries close 21 days in advance. Post entry $25. Write *early* for each National to: A.M.A.
P.O. Box 231
Worthington, Ohio 43085

SCHEDULE OF EVENTS FOR INDIANA, KENTUCKY, TENNESSEE

July 1	Short Track (nite)	Ridgetop, Tenn.
July 2	½ mile	Indiana State Champ., Princeton, Indiana
July 2	T.T.	Wabash, Indiana
July 4	½ mile	Rockport, Indiana
July 22	½ mile (nite)	Converse, Indiana
Aug. 6	T.T.	Wabash, Indiana
Aug. 20	½ mile	Converse, Indiana
Sept. 3	T.T. Ind. State Champ.	Logansport, Indiana
Sept. 24	T.T.	Mt. Meridan, Indiana
Oct. 8	T.T.	Mt. Meridan, Indiana

1967 A.M.A. DIST. 37 PROFESSIONAL CALENDAR

July	1	Ascot T.T.
	8	San Gabriel T.T.
	21	Ascot Nov. T.T. (Natl. Qual.)
	22	Ascot 50 Lap T.T. National
Aug.	5	Ascot T.T.
	12	San Gabriel T.T.
	26	San Gabriel T.T.
Sept.	2	Ascot T.T.
	8	Ascot Nov. ½ Mile (Natl. Qual.)
	9	Ascot 8 Mile National
	23	San Gabriel T.T.
	30	San Gabriel T.T.
Oct.	7	Ascot T.T.
	28	San Gabriel T.T.
Nov.	4	Ascot T.T.
	10	Ascot ½ Mile (final)

Mondial wins
Whiteman Park June 25 '67
ROAD RACES
* 50cc PROD. *
1ST AND 2ND PLACE
* 50cc DIV. 2 GRAND PRIX *
2nd PL.
CHAMBERS ENTERPRISES
PO BOX 2033 LONG BEACH 90801

FRIDAY, JUNE 30th

5-MILE NATIONAL at Tulare, California. All Novice program and time trials for Amateurs & Experts competing in 5-Mile Championship.

CLASS C TT at Graham Speedway, Tacoma, Wash. Two star or 30%. Time trials 7:30 p.m.

QUARTER MILE SHORT TRACK and fireworks show at Ascot Park, 183rd and Vermont, Gardena. All professional classes. First race at 8:15 p.m.

SATURDAY, JULY 1st

FLAT TRACK at Dunes Speedway, 7 miles north of Coos Bay, Oregon. Classes from 100cc through Open. Racing starts at 8 p.m.

5-MILE NATIONAL at Tulare, California. Amateurs and Experts only. Half-mile dirt oval. Come and see your favorites battle.

CLASS C TT at Castle Rock Fairgrounds, Castle Rock, Wash. Two star. Practice 7:30 p.m., racing at 8.

SUNDAY, JULY 2nd

SCRAMBLES SCHOOL - First monthly scrambles academy at Elsinore Race Track, off Hwy 71 near Town of Elsinore, Calif. Instructors: Jim Hunter (Dist 37 -1) and John Rice. Asst. Inst. Monte Darling. Mgr. Bob Braverman. Classes begin 9 a.m. sharp, to 5 p.m. Bring helmet, leather jacket, boots and scooter. Folding pegs req. scrambles gearing, class C traction. gloves optional. Tuition $10.

TT SCRAMBLES at Bay Mare, off Hwy. 118. Small bikes 9 a.m., big bikes noon. Trophies to all classes. For info. phone 642-8458 or 642-7158.

DEADMAN'S POINT EUROPEAN SCRAMBLES. $3.00 entry, no affiliation required. 10:00 trail bikes, 11:15 small bikes, 12:30 big bikes. Trophies to 40% of the entries. Turn off Hwy. 66 at Lucerne Valley Cutoff, head east to the intersection of Hwy. 18 in Apple Valley, and you're there.

RACE FANS attending the 5-mile National Championship at Tulare Fairgrounds on July 1st – save your ticket stub or program and attend the Sacramento Grand Prix Road Race, Sunday, July 2, for half price ($1.00).

50-MILER SCRAMBLES presented by Sage Hoppers M.C. Held at Encinatas, AMA sanc. Practice 10 a.m., first race 11 a.m., all Expert classes. Second race 1 p.m., all Novice classes. Limed from Interstate 5 (101) and San Marcos Rd. Lunch Wagon, ambulance, toilets. Entry fee $3.00, no admission charge. For info. call Bob Gooding (714) 753-2097.

3rd ANNUAL A.C.A. "SPIRIT OF '76" motorcycle races at Willow Springs International Raceway, located Hwy. 14 to the City of Rosamond, Rosamond Blvd. west approx. 5 miles to raceway. G.P. scrambles starting 9:00 a.m., all classes 50cc thru Open. Grand Prix Road Race, all classes 50cc thru Open, as well as all production classes, starting 1:30 p.m. Street riders contest at 12:00 for custom, stock, club and family, side car, best dressed and man-mile categories being judged.

SHORT TRACK at Sky Valley Speedway, Monroe, Wash. One star or 40% gross gate. Practice 12 noon.

BENEFIT GUIDE DOGS FOR BLIND Scrambles, presented by Marin County M.C. Assn. Location: China Camp on San Pedro Rd., off US 101 from San Rafael. Limed from S.R. civic center. Signup 9 a.m., race at noon. Admission $1.50, ride or watch. For info. phone (415) 892-3224.

PROFESSIONAL SHORT TRACK on the Merced Fairgrounds quarter-mile oval. AMA sanctioned. Gate opens 5:30 p.m., practice 6 p.m., gate closes 7:30 p.m. Winner of Novice Main guaranteed $100.00 take home. Free refreshments after the races. Wheelie contest. For entries contact: Bert Moreland, 1827 Clifford St., Santa Clara, Calif.

AFM NATIONAL ROAD RACE $1500 purse for GP and sidecars at Sacramento Fairgrounds. Sportsman Prod. classes. Practice on Saturday, July 1, AFM affiliate license req. (AFM, ACA etc.) AFM numbers req. For info contact AFM (415) 342–3712 in No. Calif. or (213) 762–9875 in So. Calif.

SPORTSMAN HILL CLIMB, presented by Eastside M.C. All AMA classes from 200cc up. Practice 9:30 a.m., start noon. $1.50 ride or watch. Children under 12 free. Located at Cycle Hills at Uvas Dam in Morgan Hill. Also featuring drag race hill climbs – two motorcycles at a time.

3rd ANNUAL CALICO 50 MILER will be held at El Mirage this year. Two classes: 0-80cc, 81-125cc. $3.00 entry fee. Starts at 10 a.m. Take Barstow Fwy. to Summit Inn. Take Adelanto turnoff approx. 8 miles and follow the lime to the dry lake bed and to loads of fun. Everyone welcome. Sponsored by Hi-Jinx FMC of Norwalk.

MON DAY, JULY 3rd

AFM INDEPENDENCE DAY PARTY - in conjunction with the 4th Annual U.S. Prod. machine Championships. At the Casa Rosa Motel. Entire Motel available. Make reservations at 1540 Ocean Ave., San Francisco.

2nd ANNUAL EASTER EGG HUNT, presented by Modern Cycle Magazine. Grand Prizes include motorcycles, accessories $1000.00 cash and other goodies. Contestants will search for containers dropped on the desert from an aircraft. The hunt will be held in a valley approx 30 miles east of Lancaster, Calif. Marked from 6 mi. east of Ave. J. Registration between 6 & 9 a.m. Entry fee $3.00.

PROFESSIONAL SHORT TRACK on the Merced Fairgrounds quarter-mile oval. AMA sanctioned. Gate opens 5:30 p.m., practice 6 p.m., gate closes 7:30 p.m. Winner of Novice Main guaranteed $100.00 take home. Free refreshments after the races. Wheelie contest. For entries contact: Bert Moreland, 1827 Clifford St. Santa Clara, Calif.

TUESDAY, JULY 4th

4th ANNUAL U.S. PRODUCTION MACHINE CHAMPIONSHIPS. "Cotati 250". 250 mile street machine road race. AFM sanc. Two riders req. per entry. Pit stop equipment mandatory. Classes, 125cc through 1300cc. Also special "Tiddler 25" 25 mile Champ. for 100cc and under. AFM prod. rules aply.

OLD FASHIONED HILL CLIMB presented by Veterans of Foreign Wars. Located at Irvine Ranch property in Orange County. For details contact Fred Devenney at 536-0353 or 545-7985.

CLASS C TT at Sky Valley eedway, Monroe Wash. Thr actice at noon, $900 purse CANCELLED

JC AGAJANIAN PRESENTS
50 LAP NAT'L. Steeplechase
SAT. JUL. 22
Time trials & Qualifying Fri. Jul 21
With A Complete Novice Show.
Gates open 6:30 p.m. First race 8:15 p.m.

GIGANTIC FIREWORKS SHOW & FIRST NIGHT SHORT TRACK THIS FRIDAY
ONLY
Gates open 6:30 p.m.
First race 8:15
At Ascot Park 183rd & Vermont — Off Harbor Freeway

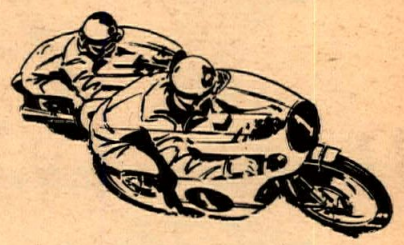
OREGON NATIONAL ROAD RACE CHAMPIONSHIP---

SATURDAY -- JULY 15th

DELTA PARK, PORTLAND, OREGON
(See Calendar of Events for directions)

Pro. - Am. Event, All Associations Invited

Am. Events All Classes, 50cc & Up



PRO. CLASSES
250cc
500cc
OPEN

PURSE, 40% GATE. EST. $4,000.00

A.C.A. LIC.REQ. FOR PRO. ENTRANTS

For entry forms & info:

JAY GORDON
P.O. BOX 2992, PORTLAND, ORE. 9702
PHONE (503) 253-5782 OR (206) OX 5-7891

WES COOLEY – CALIF.
P.O. BOX 247, FULLERTON, CALIF.
PHONE (714) 847-7629

1st ANNUAL 100cc FLAT TRACK at Athena Oregon. High School Grounds, 20 miles north of Pendleton, Ore. Practice 2 p.m., races at 3 p.m. Junior class for racers 14 and younger. Spectators admitted free. Perpetual trophy to A Main winner, wheelie contest. $150 purse guaranteed. Post entry $2.50. Rules: shifting and brakes allowed, two readable number plates, rubber covered pegs.

T.T. SCRAMBLES at Perris, Calif. Presented by Jackrabbits M.C. AMA sanctioned point run. Novice big bikes 8:30 a.m., Am-Ex big bikes 11:30 a.m., all lightweights 1:30 p.m. $1.25 gates, $2.00 riders fee.

PONDEROSA HARE SCRAMBLES, 15 miles east of Lancaster on Ave. J. New course, two 10-mile loops. Trophies to 40% of entry will be presented after the race. Shaded picnic area. Food and refreshments available at regular prices. No affiliation necessary. Ambulance standby. 10 a.m. start.

TT SCRAMBLES at Bay Mare, off Hwy. 118. Small bikes 9 a.m., big bikes noon. Trophies to all classes. For info, phone 642-8458 or 642-7158.

FIRECRACKER SCRAMBLES by Stockton M.C. AMA sanctioned. New, smoother course suitable for class C tires. Beer and refreshments. Free ambulance service. Signup at 9:30 a.m., racing begins at 1 p.m. Located on McCracken Rd. in Ingram Canyon, south of Tracy, Calif.

POKER RUN, held in conjunction with Firecracker Scrambles. Presented by Stockton Scramblers M.C. Signup 8 to 10 a.m. $1.00 to ride includes admission to scrambles. Approximate 75-mile route. Starts at Stockton M.C. on Mariposa Rd. For further info, call Bill Faulkner at (112) 463-7283.

THURSDAY, JULY 6th

CLASS C TT at Graham Speedway, Tacoma, Wash. Three star or 30%. $2.50 admission. Signup closes 7:30 p.m., racing begins at 8.

FRIDAY, JULY 7th

PRACTICE AND TIME TRIALS for 30-lap TT National Championship at Castle Rock Fairgrounds, Castle Rock, Wash. One star Novice race. Practice 6 p.m., time trials and Novice events at 8 p.m.

SATURDAY, JULY 8th

30-LAP NATIONAL CHAMPIONSHIP at Castle Rock Fairgrounds, Washington. $6,000 purse, presented by Mt. St. Helens M.C. Time 8 p.m. Time trials and Novice event Friday night at 8 p.m.

SHORT TRACK at Sonoma County Fairgrounds in Santa Rosa. Presented by North Bay M.C. All AMA lightweight classes. No brakes and class C traction only. Signup 5-7 p.m., racing begins at 8. Admission $1.50 ride or watch. For info. phone (707) 542-0287.

SUNDAY, JULY 9th

TT SCRAMBLES at Sunny Valley Speedway, Sunny Valley, Oregon. Signup 10 a.m., race 1 p.m. Entry $2.00, wives and children free. Classes from 100 to 650cc.

SCTA ENGLISH TRIALS, limed from intersection of Foothill Blvd. & McClay St. in San Fernando. Spark arrestors mandatory. Starting time 10:30 a.m. Entry fee $2.00.

SCRAMBLES at Harris Ranch, 7800 Cienega Rd. Hollister, Calif. AMA sanctioned. Open to all classes. Admission $1.50. Class C traction only. Beautiful trophies. Refreshments.

T.T. SCRAMBLES at Elsinore sponsored by San Pedro M.C., District 37 point run. Lightweight practice 8-8:30 a.m.; heavyweights, 12:30-1:00. Results and trophy presentation for both June 11 and July 9 races at conclusion of racing – 4:00 p.m. ? Bonus gift certificates for combined results of both races – Moto Cross fashion. Bring the wife or date (not both). Street dance and beer after trophy presentation. Beer will be free for all trophy winners and probably all entrants if we have enough money after paying for the trophies.

FRIDAY, JULY 14th

CLASS C TT at Graham Speedway, Tacoma, Wash. Two star or 30%. Signup closes 7:30 p.m., racing begins at 8.

DIST. 37 CHAMPIONSHIP European Scrambles. AMA point run. Presented by Desert Challengers. 8:00 all trail bikes, 9:10 Nov. LWT, 10:20 Am. LWT, 11:30 Ex LWT, 12:40 Nov. HWT, 1:50 Am. HWT, 3:00 Ex HWT. Located at Deadman's Point. Turn off Hwy 66 at Lucerne Valley Cutoff, head east to the intersection of Hwy. 18 in Apple Valley, and you're there.

SATURDAY, JULY 15th

SCRAMBLES at Madera Fairgrounds. Promoted by Pathfinders M.C. of Fresno. Admission $2.00 riders, $1.50 spectators. Signup 5 to 7:30 p.m., practice 6 to 7 p.m., race 8 p.m.

HALF MILE DIRT TRACK at Castle Rock Fairgrounds, Castle Rock, Wash. Three star night race. Practice begins at 7:30 p.m.

HALF MILE DIRT TRACK at Elma County Fairgrounds, Elma, Wash. Three star. Practice noon, time trials at 1 p.m.

J.C. Agajanian Presents

TT AND FIREWORKS

THIS SATURDAY NIGHT JUL. 1st

AT ASCOT PARK
183rd & Vermont, Los Angeles
Practice 7 p.m.
Races start 8:15 p.m.
Fireworks after dark

BRING THE WHOLE FAMILY!

PORTLAND, OREGON

20-MILE

NATIONAL CHAMPIONSHIP

MILE DIRT TRACK

SEE THE BIGGEST STARS IN BATTLE !

SUNDAY JULY 16

On the Portland Mile! Air Conditioned Grandstands!
For information call
Mr. or Mrs.
Yonkers -206- 693-3151

SOUTHERN CALIFORNIA SCRAMBLES SCHOOL

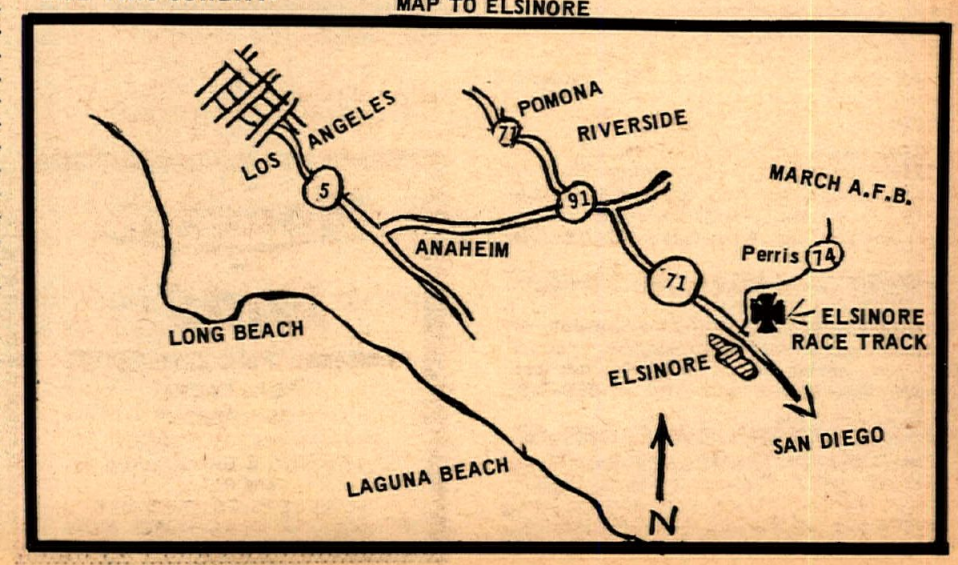
WHEN: This Sunday, July 2nd at 9 a.m.
WHERE: Elsinore Race Track (See map)
WHO: You
WHY: To learn how to ride like an Expert.

WHAT TO BRING TO SCRAMBLES SCHOOL

1. Helmet, eye protection, leather jacket, heavy cloth or leather pants, boots (gloves optional).
2. Dirt-type motorcycle with folding foot pegs, ball-ended levers, Class "C" (preferably) tires, lights removed.
3. Parent's permission (if under 21), Ten dollars (unless you sent in your tuition in advance) and your own gas, oil & lunch.

THERE'S STILL ROOM IN THE FIRST CLASS FOR YOU! COME TO ELSINORE THIS SUNDAY.

MAP TO ELSINORE



You'll always see it FIRST In CYCLE NEWS

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BY CHUCK CLAYTON

Last week the controversial motorcycle danger law was pulled out of its pigeonhole, where we thought it would remain at least a month, and they tried to crash it through the Senate.

The speed with which the old Guard lawmakers want to clap encumberances on cycle riders was interpreted by several Sacramentologists as "a slap at the younger generation for not aligning with their views."

Bicycle to Motorcycle to Car

The wording of the proposed law leaves no doubt whose side the politicians are on. "Sandals and open toed shoes" are specifically prohibited from passengers as well as cycle riders. Clapping helmets on all the "Honda-hippies" would cover a lot of the unsightly long hair that antagonizes balding right wingers . And Assemblyman Foran's motorcycle rider license requirements, if enacted, will just about strangle the whole California sport. Foran wants the kid who would ride a bike to drive a car first.

California is presently one of the few states with a motorcycle-only drivers license and it works very well. Today a young person who needs low-cost wheels can get a cycle and then what the DMV workers call a "Honda" license, which does not allow him to drive a car, mind you. It is a bit more than a glorified bicycle license. They test the rider's knowledge of traffic laws and his proficiency with the bike. Later on, most holders of these licenses come back and take the automobile test. The point is, they progress logically from bicycle to motorcycle, to car to bus to whatever. It would be equally senseless if Mr. Foran demanded us to show motorcycle proficiency before issuing a car drivers license.

They Listen to the Bums

Public and politicians apparently are not interested in the rights of nice, barbered, fun-family cycle enthusiasts. The rotten part is all they know, or want to know about us.

We can give to charities, build wilderness trails, teach safety, be brave and rescue lost children without a shred of credit. Yet when a pseudo cycle bum barfs in public it goes on prime network time.

Thanks to the timely appearance of Hells Angels gangs at the hurried-up hearing last week, the bill has been put aside for another week. This time I shall fly to Sacramento and ask to be heard. Will they listen to my views? Tune in NEXT week, same page, same crusading newspaper.

CYCLE NEWS SACRAMENTO BUREAU BEGINS GETS OWN NEWSPAPER OFFICE

Next week northern Californiâ will have a Cycle News branch office of its own. Located appropriately at 2760 Branch St. in North Sacramento, the combination advertising sales and editorial agency will be headed by the Northland's popular Dale McKinnon.

The Branch St. branch will be central clearing and business office for nearly half of the state, from Monterey-Fresno north to the Oregon border.

McKinnon, longtime bike enthusiast and father of four, recently completed training at the Long Beach headquarters of the weekly cycle newspaper. Publisher Chuck Clayton said, "Dale is fully qualified to help his neighbors with their publicity needs through Cycle News advertising. He is also charged with increasing circulation in his area and he will assign coverage of Northern California non-professional events. So write to Cycle News, 2760 Branch Street, Sacramento, Calif. to get in on the ground floor of our expanded Northern California coverage.

QUESTIONS & ANSWERS

QUESTION: *I have a C110 Honda for TT's and everyone beats me off the line and in the straights. I've bored it to 55cc, installed Webco valve springs and an S-90 carburetor. In gearing my front sprocket is 14 and 42. How can I give my bike more rpm and lots of power for a fast take off? R.R. – Glendale.*

ANSWER: Three basic steps in acceleration for TT events you seem to have not yet accomplished. Obtain a cam with modifications most suitable for TT's and lighten the related valve train for an increase in rpm. Also increase your C110 compression ratio. I hope that you have increased the intake port size along with the carburetion change and increased valve area as clearances allow!

QUESTION: *If you bored out a 1956 A.J.S., Single, 500cc scrambler model .100 (one hundred thousands) how many c.c. and cubic inches would you have? R.S. – San Diego.*

ANSWER: The formula for determining cubic inches of displacement is as follows: D^2 (cylinder bore times itself) x the stroke x .7854 constant factor x the number of cylinders.

Since your engine is a single cylinder model the last multiplication can be omitted and the formula is $D^2 \times S \times .7854$.

Standard cylinder diameter is 3.385 inches and stroke is 3.405 in. Thus add .100 to 3.385 and proceed.

3.350 x 3.350 x 3.405 x .7854 = 30.76 cu. in. to convert from cubic inches to c.c.'s;

Multiply 30.76 cu. in. x 16.39 – 504.16cc's.

QUESTION: *I am always having a hard time converting inches to millimeters or vice versa and can not find a conversion table to fit in my wallet. Could you give me such a table? C.Y.-Cedar Falls,Ia.*

ANSWER: Glad to!

One inch=25.4mm or 2.54 centimers.

One cubic inch=16.387cc
One cc=.061 cubic inch
MM x .03937=inches
Centimeters x.3937=inches
Square inches x 6.452 =

Send your questions to The Answer Man, Care of Cycle News, Box 498, Long Beach, Calif. Sorry, volume of mail does not allow us to send individual replies.

Voices

WHERE DID I FINISH?

Those of us who do not ride trail bikes, or in the open or 500 classes would like to see the complete list of results. We realize the Dusters are a small club, but to date we have not gotten results by mail either. Since complete results were not printed in CYCLE NEWS, we have no way of knowing where we placed. I think a club should be required to publish more accurate and thorough accounts.

A reader
MDM

SPRAYBERRY REBUTTAL

A couple of weeks ago one of the lightweight riders of District 37 wrote an article to Cycle News in which he more or less accused me and my rider of running an illegal motorcycle.

He doesn't seem to be very well informed about the 55cc Yamaha. All Yamaha rods from 55cc through 80cc are all the same and all the new ones do have needle bearings in the top end. The only difference between 55 and a 60 is the crankshaft.

If the rider will identify himself at the race track, he may pull my bike down free of charge and see for himself that there is nothing fishy about it. As far as calling my rider "Superspeed," this was done all in good joshing and I hope all the riders in District 37 will understand this. We have lost more races than we have ever won. As you and I both know there must be a first and last place in every race.

About District 36A not having a 50cc class, you are both right and wrong. Our class is from 0 to 60cc and from 60cc to 120cc. But in your District rule book, on page 7 section 6, you may bore out to class and 80 thousands over. Under District 36A rules you may only bore out 80 thousands period and not to class. By figuring this you would be running between 58cc and 59cc and you call this a handicap?

I still want to extend the invitation to stay at our house, bringing sleeping bags, all except the lightweight rider. For him we will furnish a bed. It is not so bad moneywise if you stay in a private home. Racing is expensive enough.

R. L. SPRAYBERRY
3000 Caliente St.
Bakersfield, Calif.

Quickest In The East

As a subscriber to Cycle News I have noticed a scarcity of East Coast news. So I thought I'd send this little piece of news along.

My bike is a 61" fuel Harley CH, weighing 315 lbs. It has a stock stroke, but with Dytch barrels. It has a best ET of 10.13 and a best mph of 140.62.

My Harley is tuned by Steve Haly of Hannum's Harley-Davidson in Media, Pennsylvania, and is owned by me. My fuel percentage is 75% the rest alcohol and Benzol.

COOK NEILSON
Unionville, Pa.

NEVER HIT A GIRL, JR.!

In regards to your article on women vs. men on the race track, I would like to express my views.

I have been racing 2½ years now and two of those were with the men. I must say I had fun, but in the past few months, when women's classes have been recognized, I have *really* had fun.

I feel that these girls should be allowed to ride with the men if they are really qualified, though I have yet to see a women rider who truly compares with a male rider.

Men are born and raised with Mama saying "now Jr. you should never hit a girl." So what happens at the race track when Jr. does 'hit a girl?" Maybe it isn't his fault but he is going to feel pretty bad about the whole thing, because you can't forget years and years of training in one easy lesson.

I feel we girls are in a man's world out there. They created it, and 99% of them are willing to share it with us. They really want us out there and they really like us. BUT do they want us in *their* race?

In March of this year two of us started working on getting a woman's club organized in District 37 and we now have 11 members, plus 100% cooperation from the men. They go out of their way to help us, and they are glad to see us come out and have fun.

District 37 has never denied women the right to ride. Any woman can ride any class she may choose; we are not forced to ride 100's, we chose the 100cc class.

And as far as being equal goes— we are. We are AMA sanctioned, members of District 37 and have voting rights the same as all the other men's clubs. We receive man-size trophies and regulation points. All this plus the respect and encouragement of the men – what else could a girl want?

I am sure these girls will find the answer, but hope they do not overlook the possibility of the Powder Puff event.

EULENE LONG
President
Powder Puff Association
17723 Belshire Ave.
Artesia, California
865-2747

THE RUMOR MILL

Would you believe...

...that Eddie Kretz Jr. is going to come out of retirement? There's a new TT rig being built for him, so we hear.

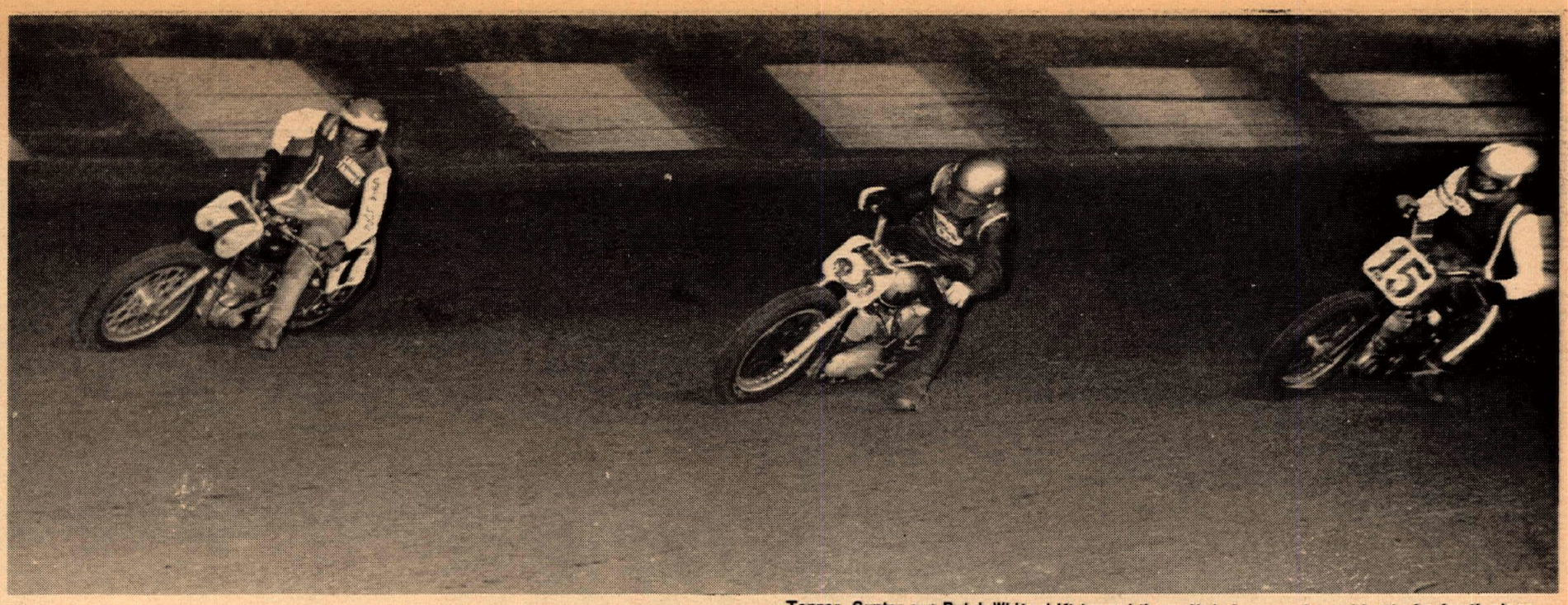
* *

...that the District 37 clubs are going to vote no on anything that will increase the cost of riding in a scrambles event.

* *

...that the Harley-Davidson 500cc single-cylinder over-head cam jobbers built by Aermachi are here in L.A., have been heard and seen but not raced yet. They resemble a G-50 with a single loop frame, so take a good look next time. It might not be a Matchless going by!

* *



Tanner, Gunter and Ralph White drift toward the wall during superheated battle for fourth place. Gunter took the position and held both challengers off for the rest of the race.

HAABY TAKES HALF-MILE

Photos by Dennis Greene

Ascot's big three went at it again and topped all other feats from previous Friday night outings this season.

Fans are beginning to wonder just what is happening — they are not used to watching three riders, week after week, tear into each other the way that Dan Haaby, Chuck Jones and Mel Lacher are doing every Friday night.

This time around all three won their respective heat races. Haaby now has nine in a row, to remain the only undefeated Expert in the five lap warm-ups.

Jones kept his streak going in the Trophy Dash, and for the fourth straight week, came up as the winner over Lacher, Haaby and Tanner.

Lead Swapping Record

The 15 lap feature again topped anything that had been presented this year. Lacher jumped to an early lead with Jones and Haaby right behind. The front running three soon left the remaining seven riders far back to fight it out for fourth.

All three took turns leading the final and the battle was torrid from start to finish with the lead changing hands FIFTEEN TIMES before Jones was declared the winner over Haaby by the margin of two lengths!!

The lead swapping also set a new record for the amount of times one can be in and out of first place at the local home of the Kamikaze Pilots.

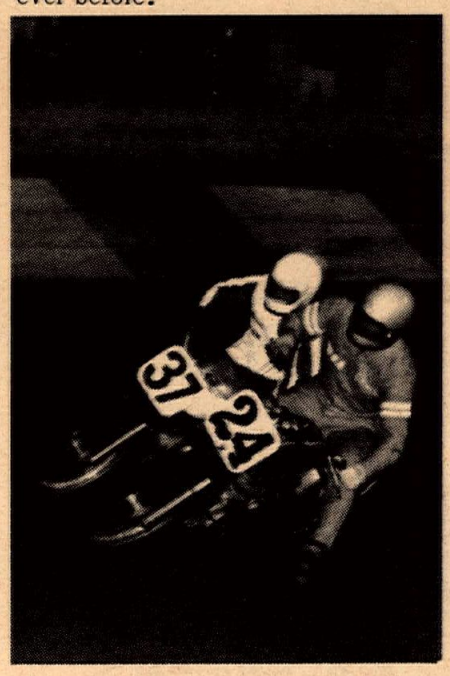
Gunter Lookin' Good

While the big three were dueling up front, another battle was taking place down the track for fourth with Al Gunter having by far his best night of the season to take the position and hold off bids by Ralph White and Sammy Tanner. Tanner was riding in his first Main Event in three weeks.

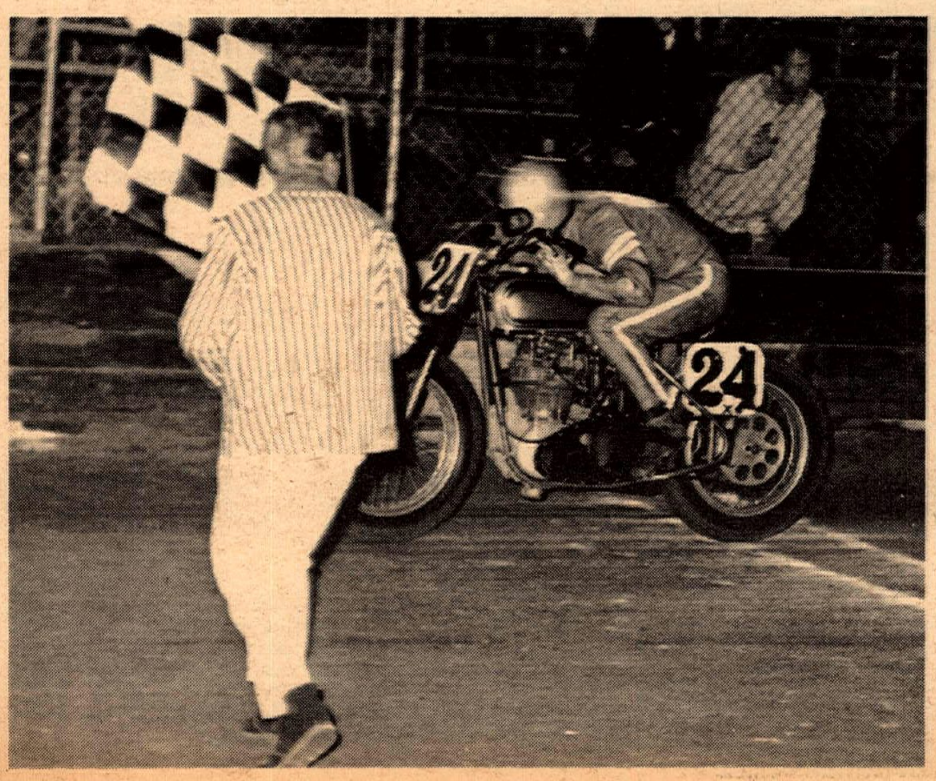
For the second week in a row, Phil Todd gave Odom early lap pressures but it was Odom at the finish with running room. Point leader Jan Crawford finished third.

Dave Smith remained undefeated in Novice heat racing but the point leader suffered his first spill of the year — in practice, and ran last in the Final.

This gave his main competition, Rick Ellisarraras, a clear shot at another main event win and tightened the Novice standings closer than ever before.



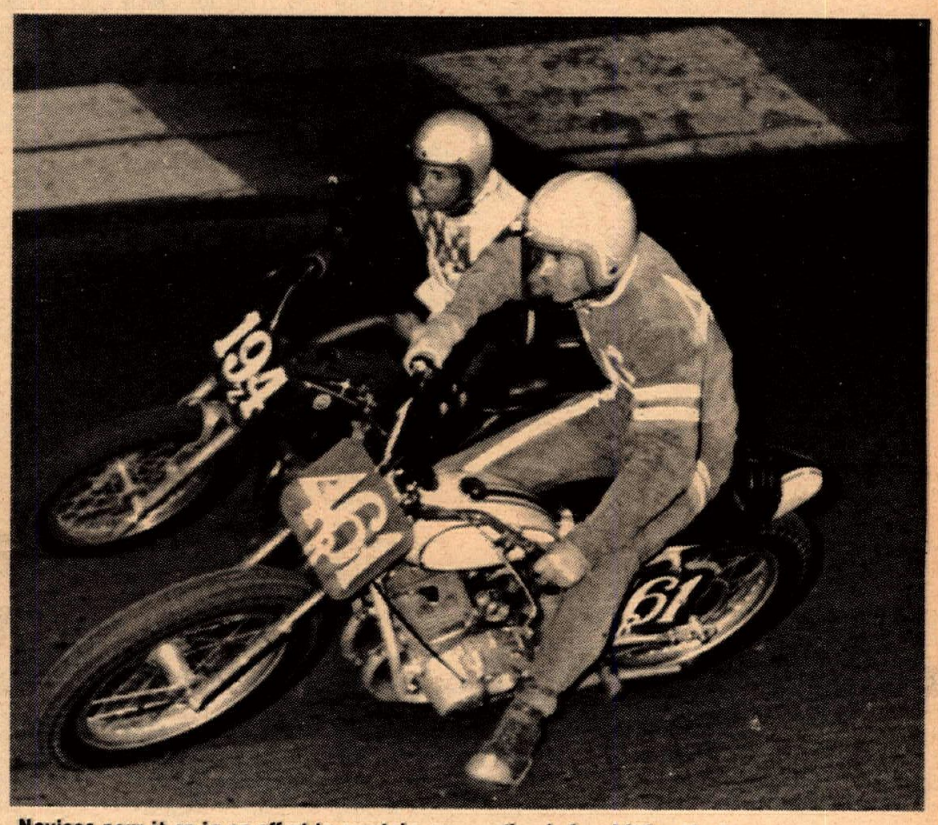
Above: Jones and Lacher scrape engine cases during Trophy Dash action. Below: Jones acknowledges his T.D. victory by giving the starter the O.K. sign.



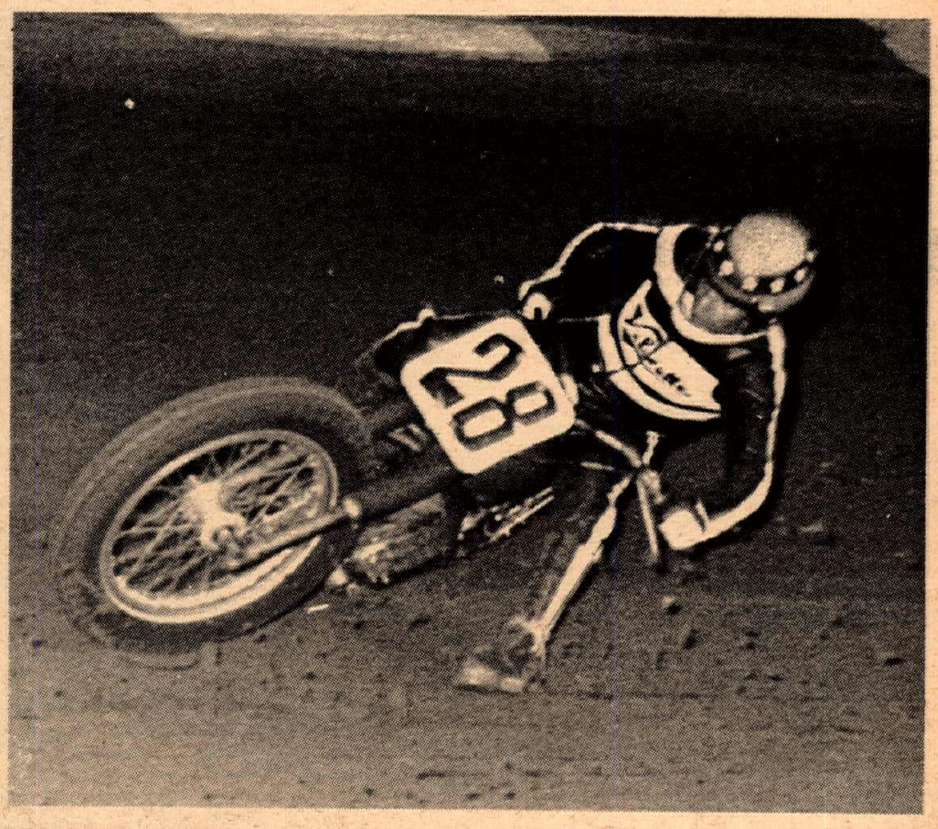
Jim Lesley and Ellisarraras also won their heat events to stay undefeated along with Smith.

Amateur top gun, Jimmy Odom, kept his undefeated streak going by again coming up as the heat and Main Event winner and, tightened the yellow plate points nearly as tight as those of the Experts.

(Results on page 16)



Novices pour it on in an effort to overtake one another before hitting the long straight.



A vastly improving Jim Nicholson is beginning to find the high groove more suited to his style.

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Keith Mashburn in first place with no one to challenge him.

The great John R. shows Open Experts that Japanese machines can go very fast indeed.

JOHN R. CAPTURES BAY MARE

Story & Photos by John Shedd

Occasionally a rider or a motorcycle impresses the crowd a great deal, but Sunday at Bay Mare was a real corker.

Monte Darling, of Circle City Cycle Center in Corona, turned over his 450cc Honda to none other than John Rice, and the combination was absolutely unbeatable. Running with the 40-inch machines, John R. bested them in the drag to the first corner in the first two motos and pulled away from them in the straights for easy wins. In the third moto, John R. was a bit slow off the line, but out of the first turn, he was out in front and walking away. John says, "It goes so fast it'll scare ya". The machine is really a beauty, and John R. did a beautiful job of bringing it in for the 650cc win, which was probably a history-making ride.

250 Amateur winner Larry Shoemaker on his flying Pelican Bultaco.

5 Tacos In A Row

The man to beat in the 250cc Amateur class is Larry Shoemaker, but no one was able to make the grade. It was again Barcelona Bulls in the first five spots with Denny Hansen and Orvis Stacy second and third respectively. The 250cc Novice class went to Tony Capistrano on a Bultaco with Ike Eigenbrod on a Husky a solid second. The 250cc Expert class went to Keith Mashburn, on a Bultaco. Keith took the first moto with a breeze, but had a little difficulty in the second when he ran out of gas and had trouble switching over to reserve; so he had to settle for second. Keith was back in the third with plenty of gas and took the win. George Omo was running a close second but took a nasty spill which put him out of contention and Ray McCarty took over second spot.

Close racing was provided in the 350 Amateur class between Eugene Smith (193), Donald Teeters (507) and Jerome Wahl (649).

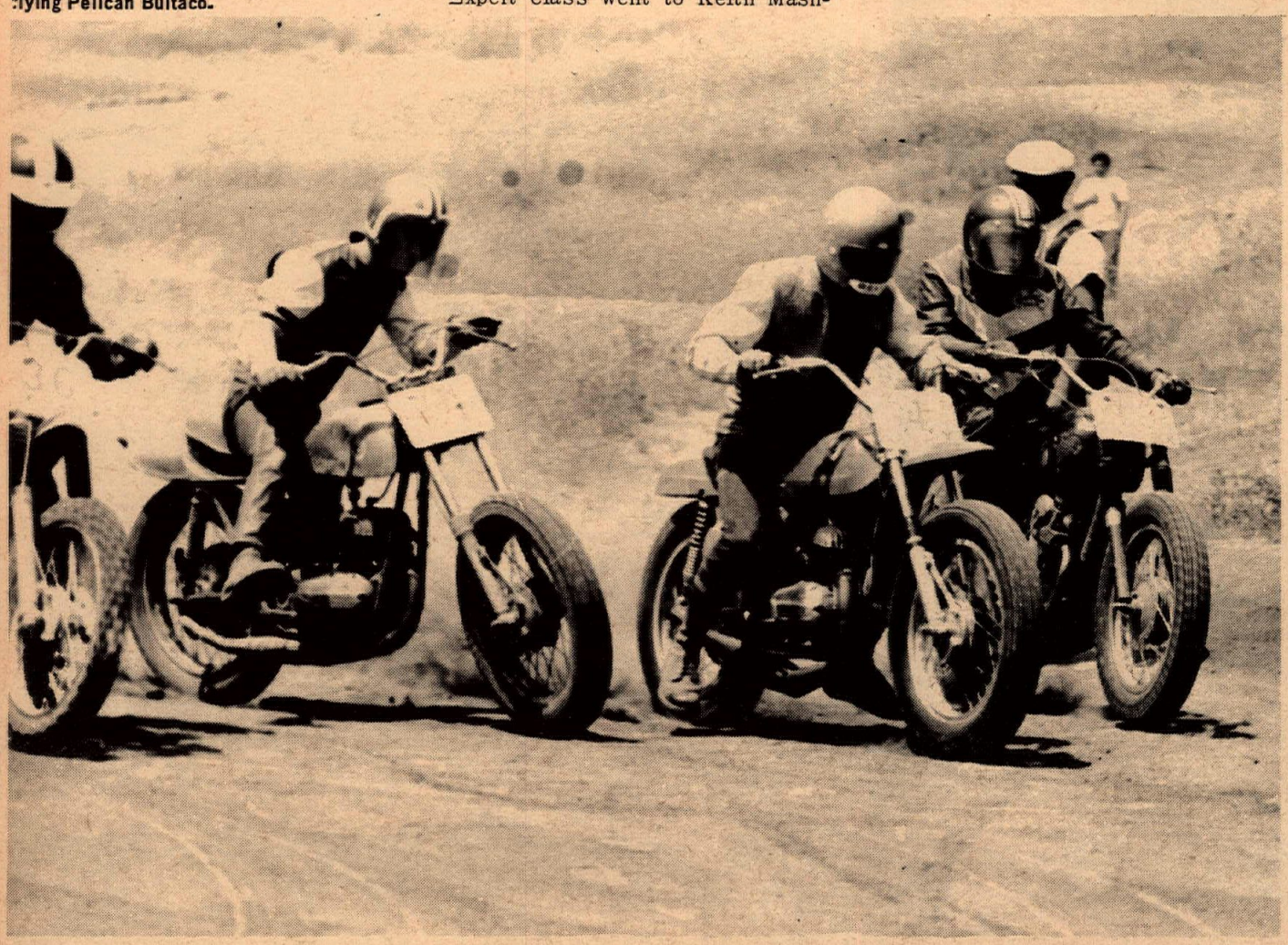
Eugene Smith, on a Honda, was the 350cc Amateur winner with Donald Teeters and Jerome Wahl, also on Hondas, close behind. BSA-mounted Teeter dusted off the competition to take the 500cc Novice win, and Jerry Chap wheeled his Matchless in for second.

Double Trouble

If Larry Shoemaker is the man to beat in the 250cc Amateur class, he is also the man to beat in the 650cc Amateur class. At the start of the last moto, Larry had a first and a second and Jerry Hansen also had a first and a second. From the time the flag dropped, it was neck and neck all the way until the two went down together in a cloud of dust. Hansen appeared to have a broken leg but didn't want the ambulance to leave until all the racing was over. The Sinners said no to this, so off he went. Larry went on to take the win, but being the sportsman he is, gave Jerry the trophy.

The 650cc novice class wound up the day with Triumph-mounted Al Rollins taking the win. John Wiley finished second and Dick Alken, third.

(Results on page 16)



Ron Moore gets a little squirrely in coming off the line during the 250 Expert Main.

ELSINORE SCRAMBLES UNDER THE LIGHTS

by Don Wallen

139 riders fought it out for class wins at Elsinore June 24th with two or three hundred of their friends, wives and kids coming out to watch them.

Dead Heats Aplenty

Proof of the keen class competition is evident in that there were two near dead heats and two dead heats. When this happens, there is usually a special match race for two laps between the two winners. In the 200 Novice class, D. Voll and "Papa" Geoff Mazon settled their grudge as Mazon came home first, but not by far. In the 500 Novice match race between D. Burkman and A. Hindelang, Burkman emerged the winner, but again, not by a wide margin.

Big Bike Bash

The way the entries were stacked dictated that the 350's, 500's and Open Expert riders run together, and run they did! J. Bailey on a hard charging Beezer gave C. Cargo quite a battle because Clutch was on an all-new machine this week. Open Expert M. Chamberlain rode hard as usual until his primary chain broke, wreaking mechanical havoc to the cases of his Triumph. A. Ellis, on a Honda, did quite a job for his third place, riding consistently all night.

250 Novice and Expert

This class showed a reduced field and the return of Troyce Gayle, who has not been riding much lately and who was out for a ride on a newly purchased Husky. Gayle entered both classes this week and rode well in both, winning the Novice first place trophy. A new rider in this class, at least to Elsinore (and not without some showmanship) is D. Kanagae, on a Bultaco Pursang. Kanagae is and has been one of the fallingest riders seen here for a long time. He was able to hang onto it long enough to win his first heat and finished the race with a wild underslide which put him down. It has to be said that when he makes it through the sweeper it doesn't appear that anyone could stay with him.

Stuff and Things

It cannot be stressed enough to say, "Lets Race Safely". Often, when the red flag goes out, the riders try to dodge the flagmen without slowing too much. Riders should observe red flags. Of concern also are pit racers. The speed is 5 mph in the pits. In a place as big as Elsinore there is plenty of room away from the pits to make that important warm-up run.

(Results on page 16)

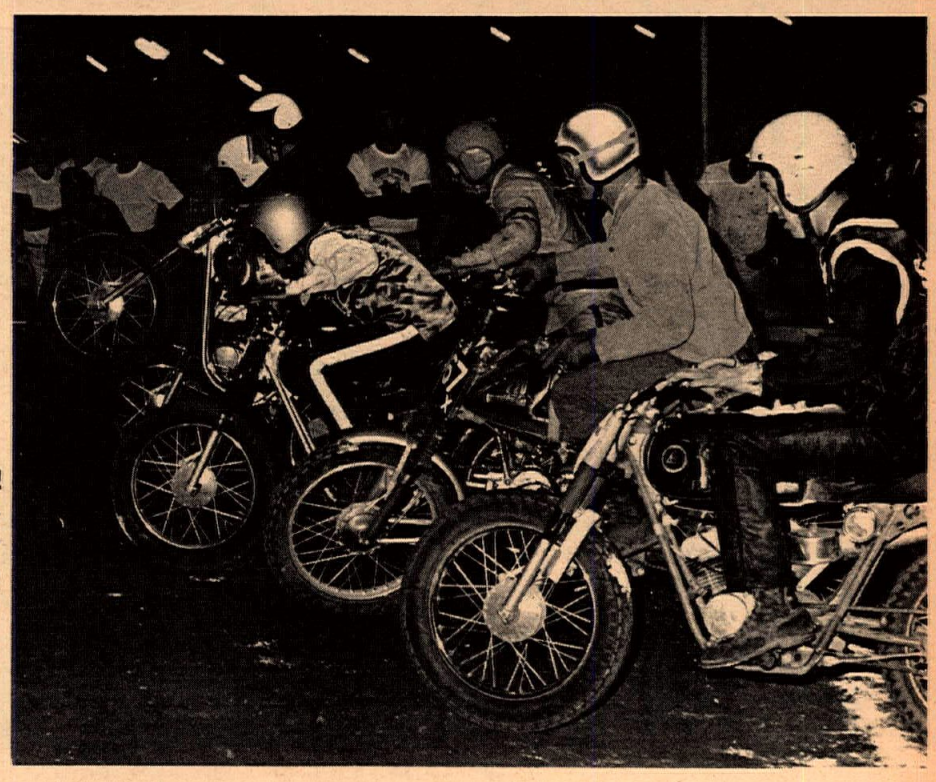


Photo by Vicky Hillmann

Toughest Elsinore class is undoubtedly the 100cc class, with more than 70 sign-ins recorded for the June 24th race.

★★ NIX NIXES NIXON ON COLUMBUS HALF-MILE ★★

Freddie Nix, the Lawton, Oklahoma ace scored his second National win last Sunday on the half-mile at the state Fairgrounds in Columbus, Ohio.

Nix had early lap challenges from current high point national leader, Gary Nixon. Nixon and Nix both battled on even terms until the seventh lap when Nix started to pull away and go on for his second big win in his third season as an Expert.

Grand National champ, Bart Markel, tried for a front spot on lap eight but got off the extra-narrow groove and dropped from fourth to fifth with Dick Mann moving up a notch at the finish.

Roeder, Keen Shatter Records

George Roeder and Neil Keen took time trial honors. Both broke the old one lap mark set by Caroll Resweber back in 1961. Keen was the first and scored a one lap trip at 26:67. Roeder, the next to last man to time trial, came up with the best of the day, and the record, at 26:63.

Heat race winners were Chris Draayer, Keen and Dick Mann. Draayer developed engine troubles right from the start in the Final and finished in last place with no points.

Varnes Takes Two

The Amateur final was won by BSA rider Ed Varnes. He now becomes the first Amateur this year to win twice. He also won the Amateur Final at Reading, Pa. National the end of May.

The day started with rain in the morning but it cleared up and there was good weather for the afternoon races. Many expected the track to be in better shape this year after last season, when it was deemed the worst on the National circuit.

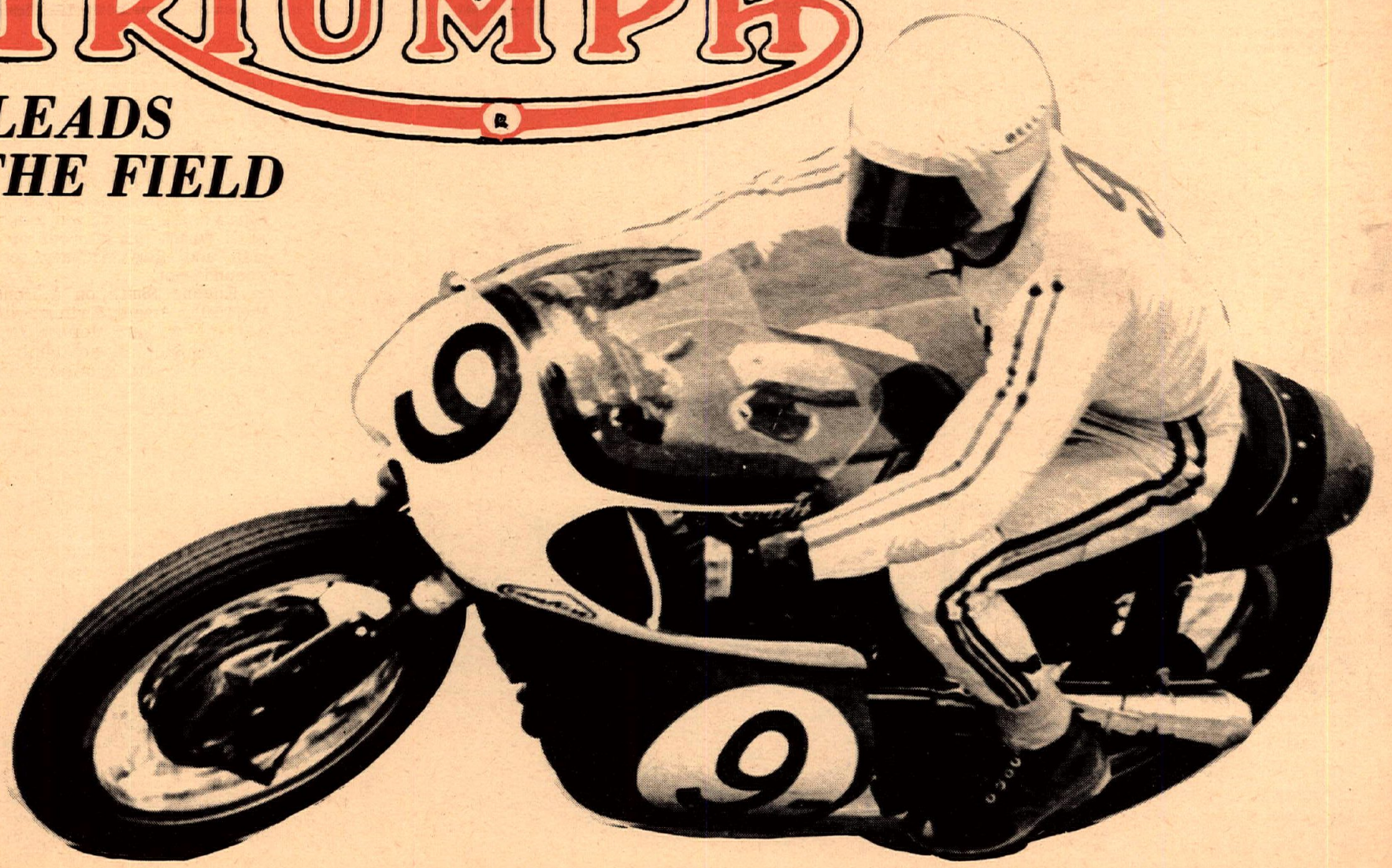
It was not to be because the groove was very narrow and it was once again a follow-the-leader type race.

The Columbus National was the third half-mile of the season, and of the three, only the Reading track was suitable for a National event. Louisville and Columbus left much to be desired for National competition.

IT'S A MATTER OF RECORD

TRIUMPH

LEADS THE FIELD



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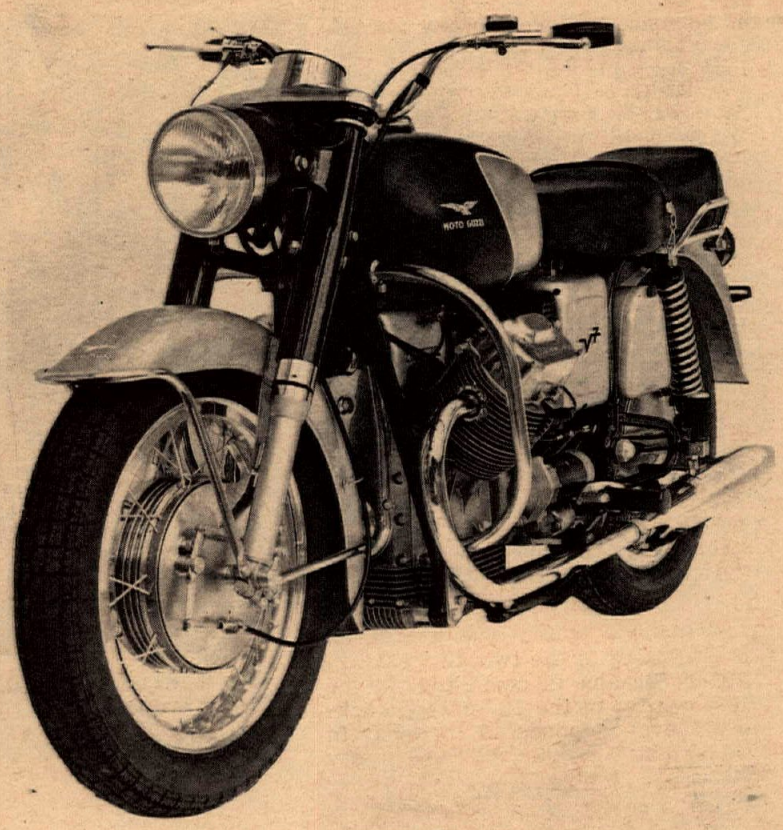

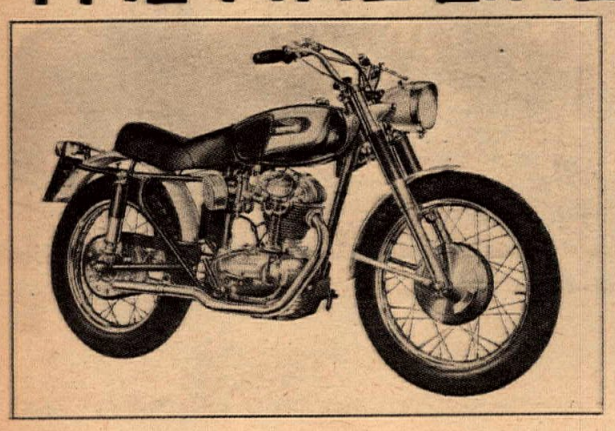

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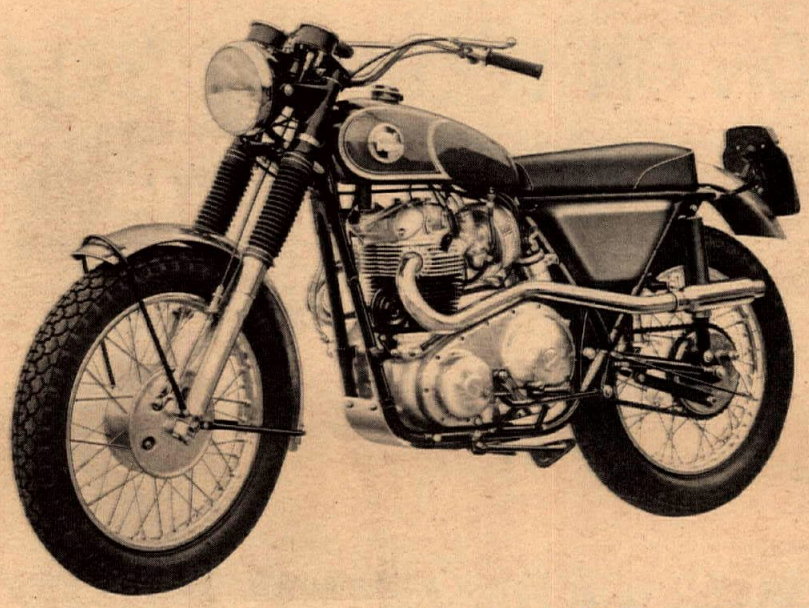

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INDIAN WINS CARIBOO TRAILS ENDURO

by Road Runner

Sixty-five riders and seven passengers rode three hundred miles to make it a very successful Cariboo Trails turnout in Vancouver B.C. on June 18, 1967.

One of the worst conditions was the weather. After having the "Trails" in average weather for many years, this time the sun came out and really gave the riders a hard time. The temperature was in the high 90's all day long, with no let up until late that night.

Few Mishap

Breakdowns were at a minimum, and the drag truck got only two customers. One of them had a flat tire, the other a blown engine. The comfort of knowing that you have help coming was a good feeling when things went wrong, and on a ride such as this, with roads going from divided four lanes expressways to cow-paths, anything could, and did happen.

Of the six solo female riders, three had trouble at one time or another, Illaine Dietz, Washington 99er MC, of Seattle, Wash. had the misfortune to lose control of the new Electra-Glide she was riding on a gravel section and injured her right leg. This small taste of bad luck was offset by the fact that Mrs. Dietz will be on vacation next week and she can spend the whole week sitting around with her leg propped up and admire the First Place Women's Trophy bestowed on her by virtue of a loss of 38½ points.

Indian Wins All

A Bellingham rider by the name of Del Stremler went home with his 1953 Indian loaded with some of the largest trophies of the day. In view of this being his first time on the run, and coming in first overall, he was given the Novice Trophy, First Place American, First Open Class, and High AMA. A good days reward for a run well ridden. His total score was 31½ points lost.

EUROPEAN TOUR BRIEFING SLATED

Ted Van Der Kolk, Glendale Norton-Matchless dealer, will present a panel of European cycle and travel experts in an evening discussion program Friday, July 14, at 8 p.m. at 400 N. Lexington Ave. Glendale.

The meeting will be held to discuss details of the Van Der Kolk motorcycle tour of Europe, which is slated to begin September 16th this year.

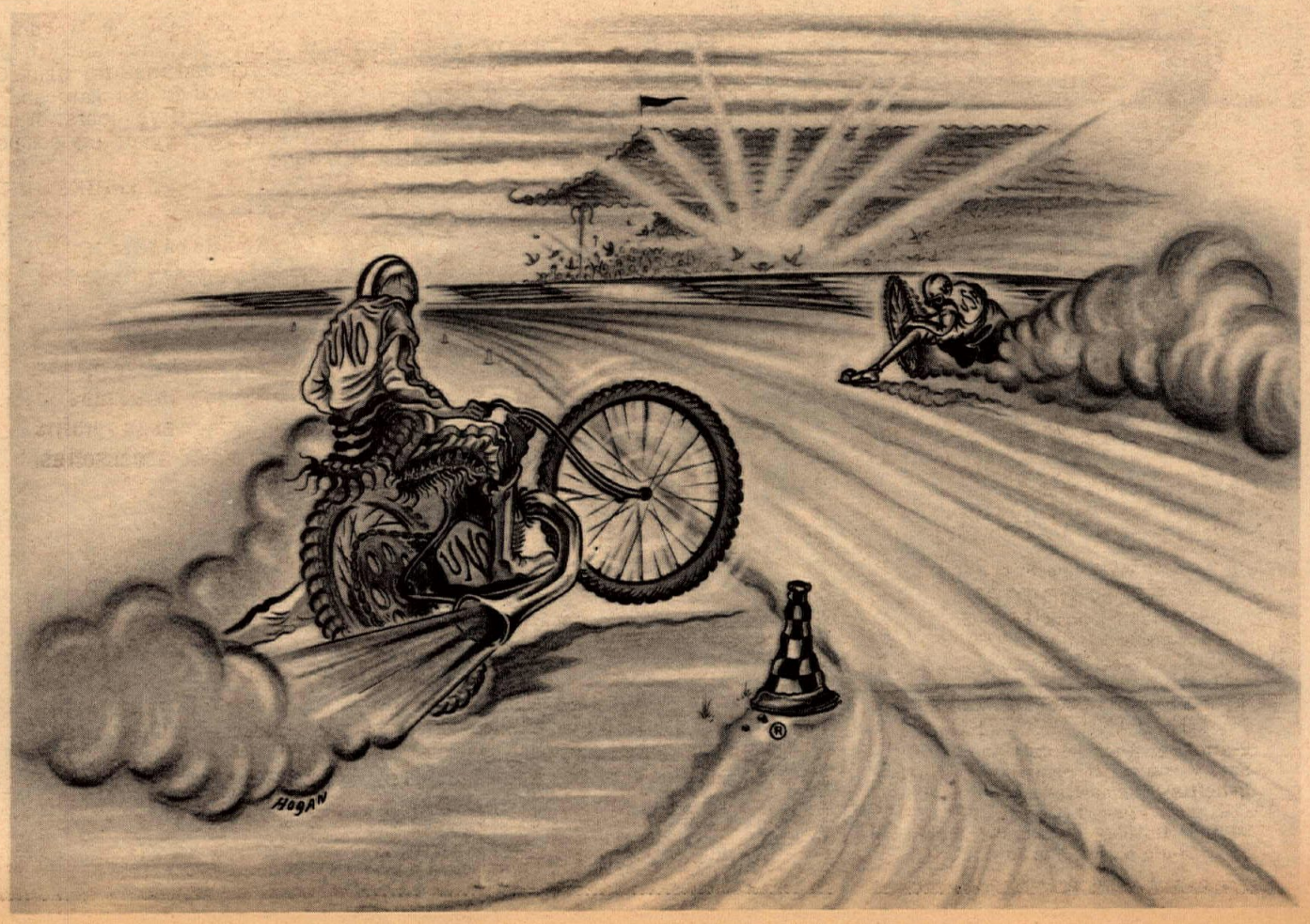
Part of the evening will be devoted to a question and answer period and racing movies from England.

Passport application forms, health certificates, as well as applications for financing the cost of the tour will also be available at the meeting.

★ Latest ★ Results From Cycle Slideway...

With Barge Charger trying out the all-cushion, no-groove track in practice, now Pronto Via, the fast Latin champion blasts onto cycle slideway to take the measure of the U.S. Champion's style. Sombreros fly to the very rafters of the covered grandstands overlooking the first turn. The crowd is going wild with anticipation... And this is only *practice!*

NEXT WEEK: More action from the Slideway.



CYCLE ALLEY

by Bob Ebeling

Now I sit me down to write, I pray the sponsors will sleep better tonight.

Their choices of machines and riders were not in vain, for Sta-Lube's Triumph "Expresso" and Bob Ebeling won Top Fuel at Lions drag strip and Nira Johnson rode to Top Gas under the same red, white and blue banner.

Laidlaw's of San Gabriel, know Harley Davidsons better than rail birds know horses, for his choices in racing representatives won Top Street and Gas at Irwindale. Joe Smith rode to a quick 10.95 elapsed time and 125.75 miles per hour victory in the gas division while Lance Haserot took Street honors at 12.37 – 109.22.

Sta-Lube was again in the finish lights as Nira Johnson won Jr. Gas with an 11.97 elapsed time and 112.67 mph.

Hemi Scuta Rips

Tony Dodge's "Hemi Scuta" super bike, a Triumph Bonneville, was the Jr. Fuel champion at Irwindale. Tony has pampered the odd temperaments of fuel and found a few new ways to pacify its ignition, which resulted in a victorious elapsed time of 11.40 with 124.30 miles per hour.

Weber Cams have really improved the power and torque of Bob Long's 450cc Honda. Ed Schaml has tuned the Honda Gas drag bike to five straight class wins and a best E.T. of 12.28 with 107.27 mph for the winning speed.

Flying Saucers

Murray and Cook were at Irwindale Raceway in preparation for the Top Eight meet on July 1st. On their first run off the trailer, the Harley clutch which transfers power from transmission to wheel, exploded with a force that should have produced a good 9 second run.

Jim Cook momentarily thought Irwindale was being invaded by flying saucers and knew they were hostile, for one bit him in the ankle and left a wound that required six stitches. While Jim was being sutured at the Arcadia hospital, Murray repaired the clutch. On returning Jim made a second try at the quarter mile, but although he was willing the transmission was not, and the twin-engine Triumph coasted through with no recorded time or speed.

Two Stroke

Without a doubt, Bob Braverman is still king of the two strokes. His 305cc Yamaha is consistent in the last quarter of the 12 second bracket. Eleven seconds is in sight. In fact, just a stroke (or two) away.

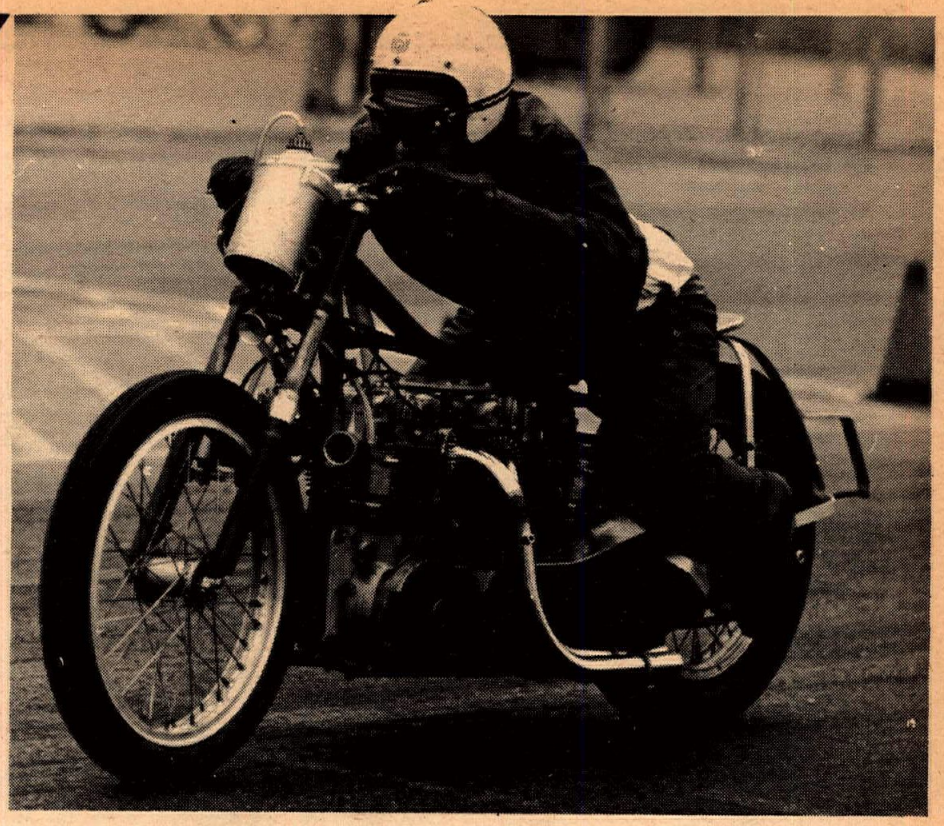
Next Week

Top Eight at Irwindale and a cash purse that will pay twenty-five dollars a round. The eight quickest bikes, regardless of fuel or displacement will race "heads up". Push hard to qualify, for in the first round of eight, the fastest will race the slowest.

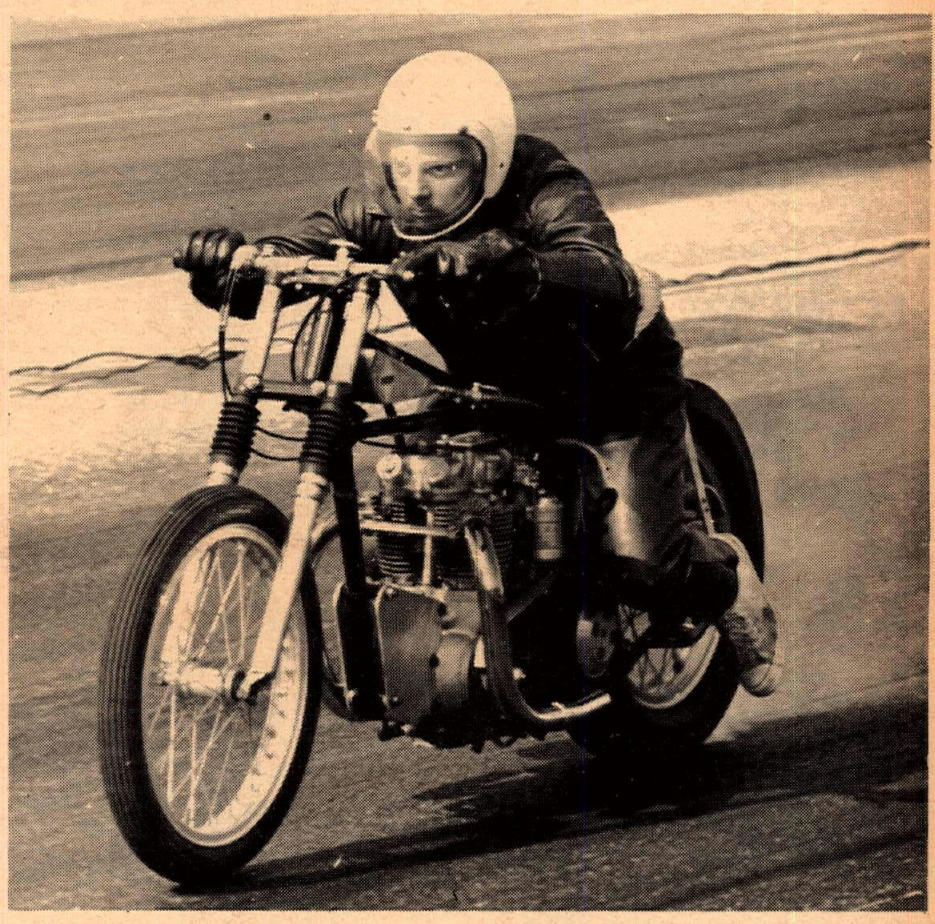
From now until September, Irwindale will be open on Wednesday nights from 4:30 p.m. until 10 p.m. Kicks racing and runs for time. One dollar gets you in the gate and allows racing for five hours. What a way to tune for drag, or any competition form.

LAS VEGAS ALL-BIKE MEET IS CANCELLED!!

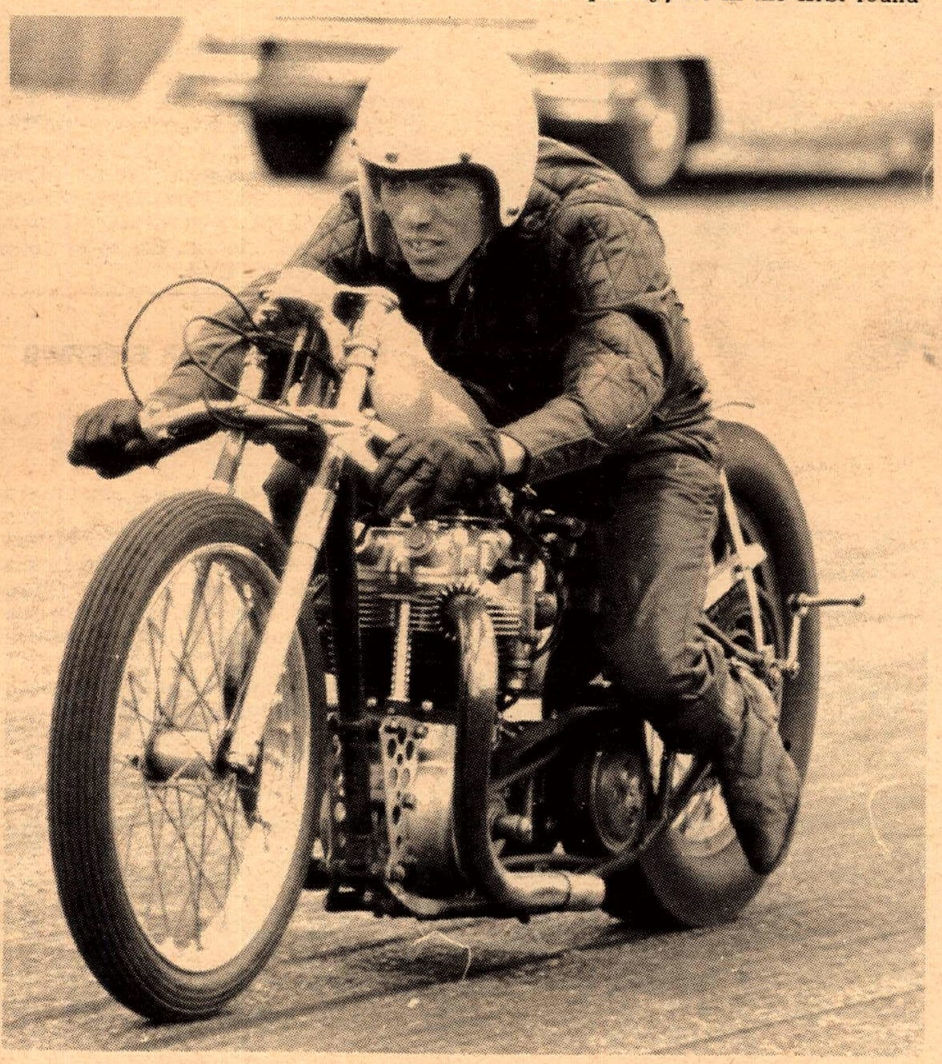
(Results on page 16)



Don Harris, on an unusual twin-engine Triumph which has the front engine mounted in a reversed position.



Ralph Pohl, also Triumph-mounted, powers off the line.



Photos by Doyle Grey

Nira Johnson kept his sponsor happy by winning Top Gas at Lions last weekend.

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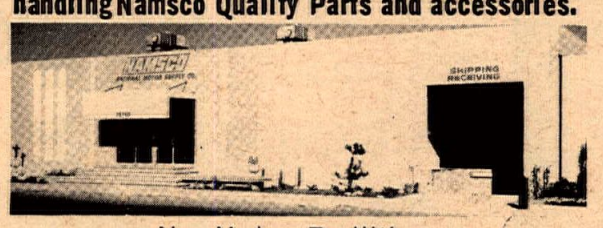

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VALLEY TRAIL RIDERS SCALE MT. FRAZIER

Photos & Story by C. Kenneth Rowe

Sunday, June 11, over 60 riders on machines varying from 50cc to 500cc entered the Valley Trail Riders Association enduro in an attempt to conquer Mt. Frazier in Frazier Park.

Average speeds were set at a low 10-20 mph to aid the small bikes. Even so, more than half of the entries failed to complete the rugged 90 mile ride.

At times, the trail was no wider than a pair of handlebars and climbed from 4,000 ft. to 8,500 ft. atop Mt. Frazier. Approximately 50 crossings through Piru Creek, sometimes 3 ft. deep, and a very steep five mile downhill jeep trail composed of large round rocks and motorcycle accessories kept ones attention from wandering far.

Although the trail was rough, all those who rode it were extremely impressed with the mountain top area which has set aside many trails for two wheelers, (with spark arrestors).

For those of you who spend your weekends camped in a desert dry-wash, Mt. Frazier with its improved campgrounds, plentiful water, fine trails and good climate should be a refreshing change for the dirt riding enthusiast and family.

Area abounds with natural beauties.

Bultaco and passenger slosh through Piru Creek water crossing.

PHOENIX ●●●●●● FLASHES

by John Fox

PHOENIX, Arizona, Beardsley track— We now have one race day a month instead of two. These will be held on the first Sunday of the month. You know it is such a ball to see all these desert destroyers out in such force. Today we had about 40 hard core racers all looking for their share of the gold. The boys tell your correspondent that they sure would like to see more participants from Tucson and Las Vegas—also any riders from anywhere who like to go fast.

Beardsley Moto X

Lets get down to the goodies! In the 125 Amateur, the first race was all Harold Beard's on his Yamaha. He led from start to finish with Fred Krouse second, third was an unknown or could our correspondent have been out there on his lizardous Honda? The second race was the same all the way. The third go was pretty close and Harold got to pushing just a little too hard and fell, thus letting Fred and this fellow on the Honda by. Overall it was Harold Beard first, Fred Krouse second and the Cycle News Hot Shoe third.

125cc Experts

The Halfords, Tom and Jim, had themselves another couple of trophies this week. We would be willing to offer a little wager to anyone who would like to try their luck against these boys. But remember these guys are on small Yamahas and turn within two seconds of the fast 650s. Are you game?

The 250 bikes ran all scattered out. Brian Ross was out on a new Bridgestone 175 racer and if this was a preview of things to come, look out people! Brian ran all three races, starting farther back each time. Overall it was Brian first, Bob Addington on his Ducati second, and third was Sam Wright on a Honda 160.

Open Amateur hero of the day was John Camp, who made it a runaway. John has really improved and promises to be a hard charger when he starts riding in the Expert class. John turned back three good running BSA Victors for a well earned first overall.

John Law Rides Again!

The Open Expert class was a thrill a minute. Jon Sellers was back with his Triumph and took the lead every time and made some people look like they were in the wrong race. The real battle was between Byron Boaz and Lakin Gabbert, both riding real well, and constantly battling for second place. Jon made it look easy while everybody else was working hard. Byron finally fought off Lakin for second overall and Lakin got third. Both Lakin and Byron were on those fabulously fast Billy Halford BSA Victors.

Look for us in two weeks with more reports of the Cycle News Hotshoe striking again, the dangerous Halfords zapping all comers, Brian the Bandito, the jet set camp, and will Byron Booze evade Jon Law? Also some fabulous pictures as these and many more give it another bash.

Forest service has designated many trails on Mt. Frazier for bikes.

Thunderbirds Day Of Fun

by Road Runner

Sunday, June 11, 1967 started out as another dreary day in the city of Everett, Washington. The sky was overcast and the rain forecast. But, to the surprise of the general public, 42 motorcycle riders gathered for another run at the gold.

The run took in quite a bit of the Snohomish Valley and country on the east side of Lake Washington near Seattle. It was a relatively short run with the time needed to complete a little over two hours. Total distance just over eighty miles, with hidden check points along the way at various points.

Attending clubs included the Washington 99ers of Seattle, Tacoma Jellow Jackets, Hoquiam Ramblers, and the Blue Pacific Riders from Aberdeen — all clubs from the State of Washington.

Coopers Team Up

Bob Dietz lucked out and came out on top with the high hand with Bob Heiman, Tacoma a close second. A little fellow with the ripe old age of 10 by the name of Lynden Cooper from Hoquiam, riding as a passenger won the Low Ball trophy with his brother, Norman getting the first Passenger hand and Rose Alexander taking second. By virtue of taking a spill on a patch of dirt, Carl Wilson won (??) the hard luck trophy. Hoquiam Ramblers were awarded the Long Distance club and the Tacoma Yellow Jackets showed in sufficient numbers to be awarded the large club trophy. Tex Butterfield rode far enough to get long distance rider.

Field Meet

Delone Sandmire and Joe Maw, were giving the general impression they were out to do each other in. Delone would get out front in one event and Joe would come back to do it in the next one. After all points were figured out at end of the event first place went to Joe Maw of the Washington 99ers MC from Seattle, and Delone was a very close second.

HODAKA WINS

DESERT

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250cc AMATEUR CLASS

1st PL.- GEORGE WALKER- PurSang

250cc NOVICE CLASS

1st PL.- WARREN GOFF- PurSang

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250cc AMATEUR

1st PL - LARRY SHOEMAKER - BUL
2nd PL - DENNY HANSEN - BUL
3rd PL - ORVIS STACY - BUL
4th PL - STEVE STRICKLIN - BUL
5th PL - CHUCK BERRY - BUL

250cc NOVICE

1st PL - TONY CAPISTRANO - BUL

200cc AM.-EX.

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2nd PL - ART CARTER - BUL
3rd PL - CHUCK WHITE - BUL
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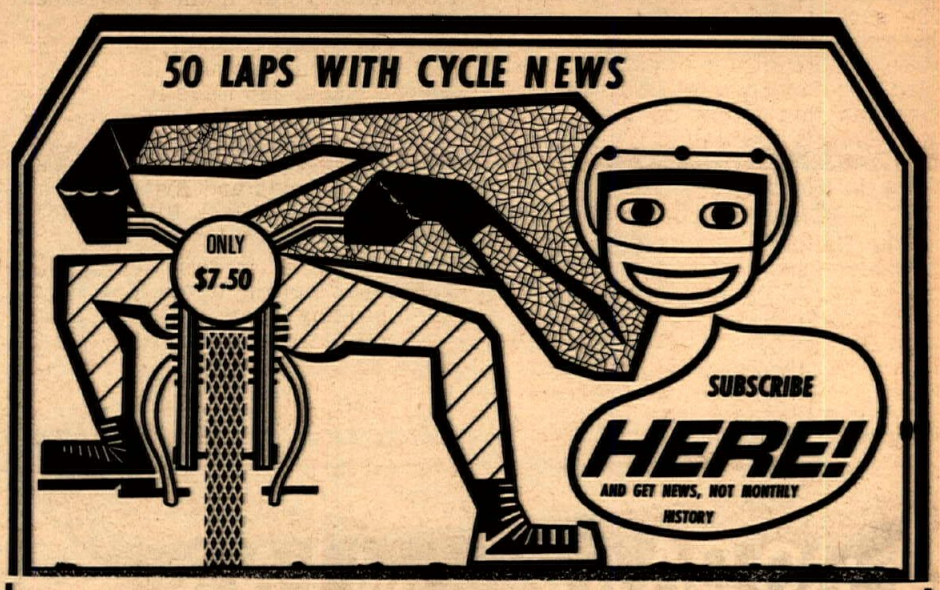

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DAD'S DAY AT MALTBY

Photos & Story by Vic Ebbutt

Many fathers (and sons) forsook the family home and hearth to pursue one another around the Maltby TT track on this Father's Day, June 18th.

Poetry in Motion

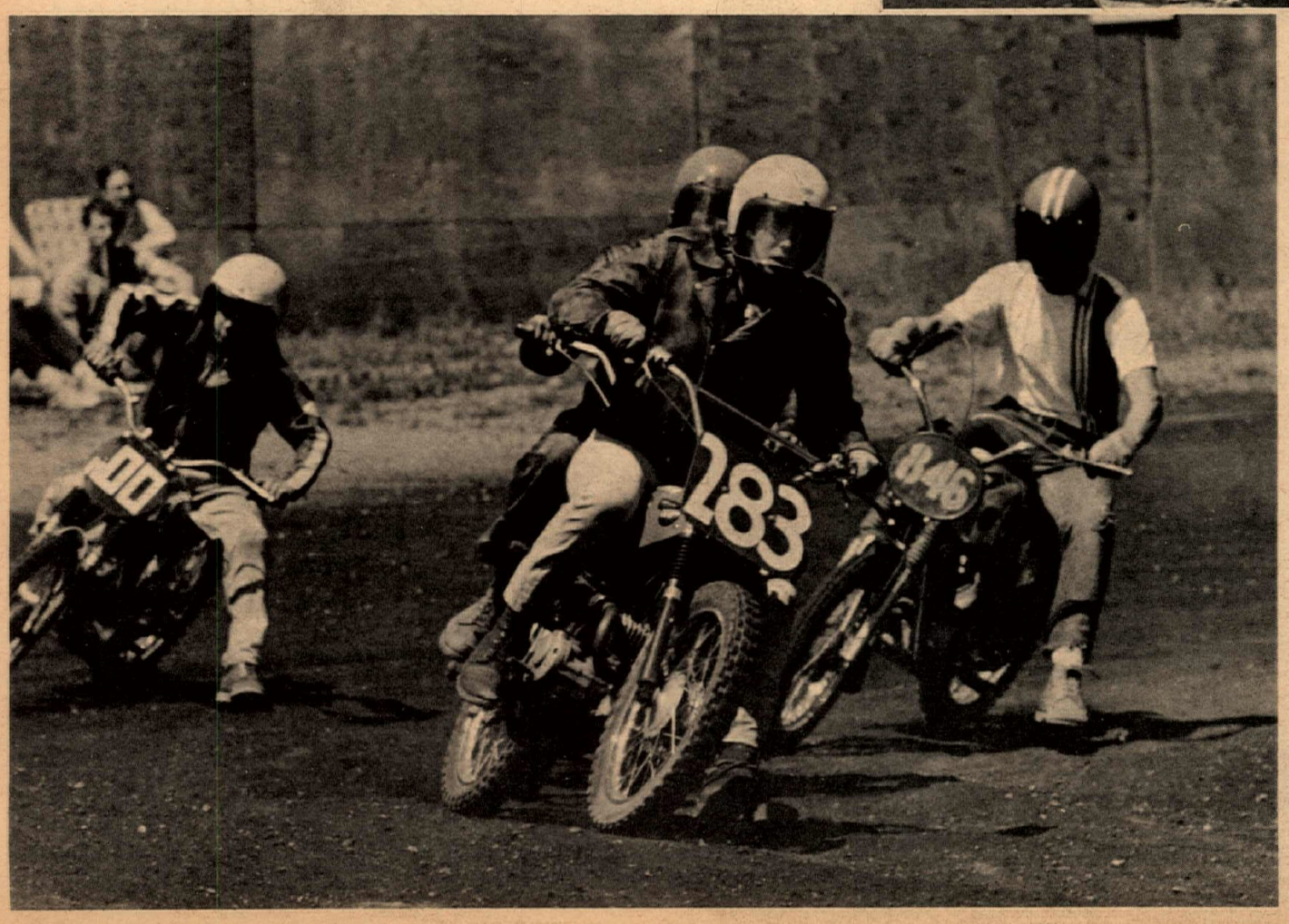
The outstanding rider of the day had to be 17 year old Jerry Robinson on his white Bultaco and dressed in all white leathers. Watching this young star, a 2-year veteran, is watching poetry in motion. As of this date, he is one of the most respected and well liked riders in the game. In another year, there will be many a seasoned racer watching that number T61 from behind. Jerry is a native of Shelton and, like the timber around that country, grows tall — 6 ft. 2 inches so far. Watch this growing boy.

Trek to Maltby

The small attendance figure must be attributed to Father's Day, as the crowds and riders have been increasing steadily since this great track opened ten weeks ago. Riders from British Columbia, 100 miles to the North, and from Tacoma, 50 miles to the South, are beginning to appear. There is every indication this number will increase as word of the track spreads. Small newspaper coverage is beginning to appear, as well as spot announcements on the radio. This must be construed as a step in the right direction after the years of motorcycling blackout in the Northwest. Cycle News coverage also has been one of the major factors in this success.

Above: Tom Zinn nearly looses it in the hairpin. Below: When lovely Trophy girl Janet Weeks kisses winner, he stays kissed. Recipient is her husband Don.

Above: Janet Weeks and her winning husband just before he hit the dirt.
Below: 100cc class riders push and shove through a tight turn.



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TOUGH GO AT ADELANTO

Photo and Story by Dick Wright

The Dirt Diggers' Championship course was six miles around, and the starting area was in open desert on a little up-hill grade. The course had a good variety of sandwashes, up-and-down jumps, and short fourth-gear fire roads. It also included a rough, bumpy section of deep sand that really tested your ability to ride the rough stuff with speed and still keep the front wheel straight. Each class has to run six laps, and on this rough, dusty course in the desert heat, it was going to be a tough go.

The trail bikes began the day, and at the drop of the banner Jack Morgan, and Dick Wright, raced for the lead. Wright's Hodaka went into the sandwash first, but Morgan's found the fast groove, and took over the lead about a mile out. Jack Froelich, pulled into third spot, with the pack close behind.

Froelich Upsets Morgan

On the third lap, Froelich, who had been pushing Wright all the way, took over second spot on the back fire roads, and these positions remained the same until the last lap. Froelich had been moving up on Morgan and caught him in the rough, rocky section two miles from the finish. He then found the fast groove and came in for the win, with Morgan pulling in second. Frank Wheeler, was able to move up from the back of the pack to pass Wright a hundred yards from the finish, and came in third. Lloyd Taylor, #210 and a novice, gave it a good try and took a well-earned fifth. Wes Anderson Jr. took first Amateur and sixth overall.

3 Falls to Finish

The 250 Novice class was next up, and Warren Goff, on a Bultaco, moved up from fourth spot on the first lap to take the win, with Carl Steven, pulling in second. First-time rider Harry Lowrie was overjoyed to get a finish on his first race — and he only fell three times!

George Walker, on a Bultaco, grabbed the lead in the 250 Amateur class, and held it to the finish line. Bob Rodine, had to work his way up from fifth spot to take second, with Stan Phillips, taking third.

The 250 Expert race was a wide-open affair with at least four leaders, but Howard Jackson, on a Bultaco tuned by Steve Scott, finally pulled into the lead and took the win. W.L. Harry, came in second, and Glen Thomas was third.

Roberts Does It Again

By this time the course was really getting chopped up, looking like a twenty-foot-wide Path of Powder, but this didn't bother the Open Experts. At the start there were about six riders fighting for the lead, but J.N. Roberts, on his Husky, was able to hold it on in fourth gear, and hit the turn in first spot. The rough course was made to order for him, and with his endurance he was able to stand on the pegs and turn it on in the choppy stuff to hold the lead for the finish.

Larry Bergquist, on a BSA Victor, was second, and Bobby Ferro, on a Triumph, was third and took first Open Expert.

(Results on page 16)

Above: Bultaco-mounted George Walker, winner of the 250 Amateur class. Below: Glen Thomas and W.L. Harry thrash their mounts through the boondocks.

A lazy afternoon for everyone except the riders.

One of the many desert attractions--Terry Cloutier.

The Combined Open and 500 Amateurs were up next and Ray Bierman, on a Husky, set a fast pace and held it to the finish line for the win. John Coots, on a Triumph, was second and Mase Ryon, was third.

The last race of the day was for the big bore novices, and by this time it was really hot, making us all wonder who would be able to last to the finish. Jim Dorman, on a Triumph, took the lead, but John Thomas, also on a Triumph (tuned by Bob Dean), was able to stay right with him and then pass him on the second lap. Thomas built up a good lead, and pulled into the finish in first spot.

Tom Simpson, came in second, and Jim Dorman was third. A lot of riders had pulled in after the second lap because of the heat and the choppy course. To quote John Thomas, "It was hard work all the way; I was glad to see the checkered flag."

(Results on page 16)

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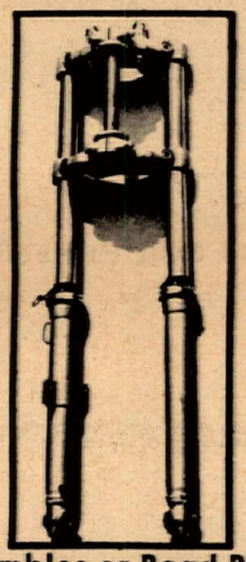

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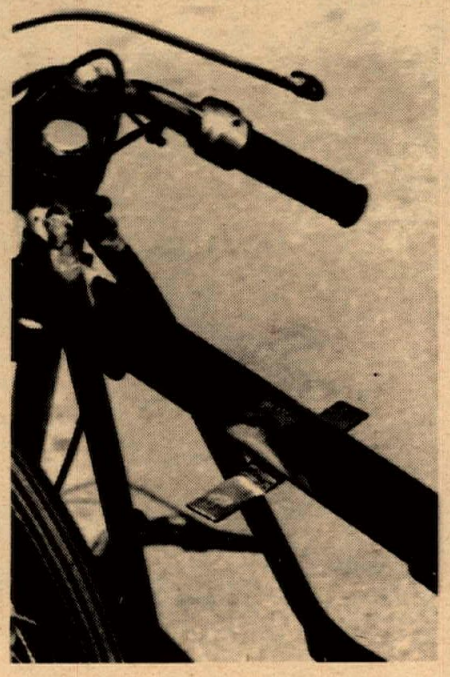
50cc ROAD RACER-PART 4

HOW TO BUILD A TEACUP RACER FOR UNDER $300.

Story & Photos by Bob Braverman

Up this point we've been pretty fortunate and have not had to spend any money, except for bits and pieces of steel strap and tube that is. However, the time has come for us to part with some of our hard-earned long green.

When I first began casting about looking for a tank and fairing for our bike, it became very clear that these components are not exactly flooding the market. Sure, you can get them for the 125cc or larger bikes, but the smaller versions are hard to come by.



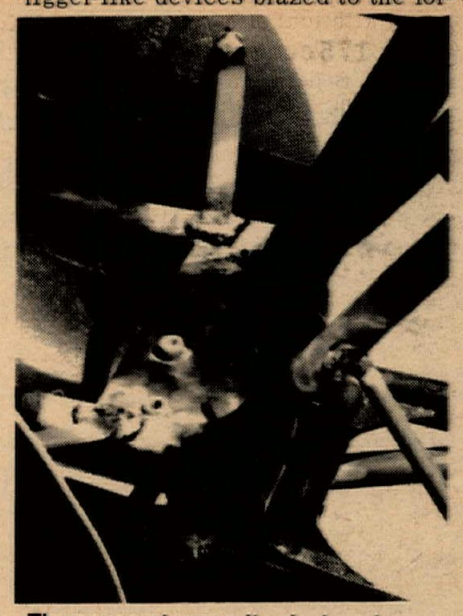
The tank support is made from 1" steel strap and brazed to the top tube. The strap should be bent to touch the bottom of the tank.

Then we ran into a bit of luck. Custom Plastics had a seat, tank and fairing that were just the right size. If you're bucks down, you can get away without a fairing for now. But the addition of a fairing will help greatly on a machine of this size. The cost of the fairing is $59.95 and the tank was $34.50. I also used their seat which sells for $9.95. Drop them a line at Box 8416, Universal City or call (213) 763-4138. These fiberglass components are well made and light.

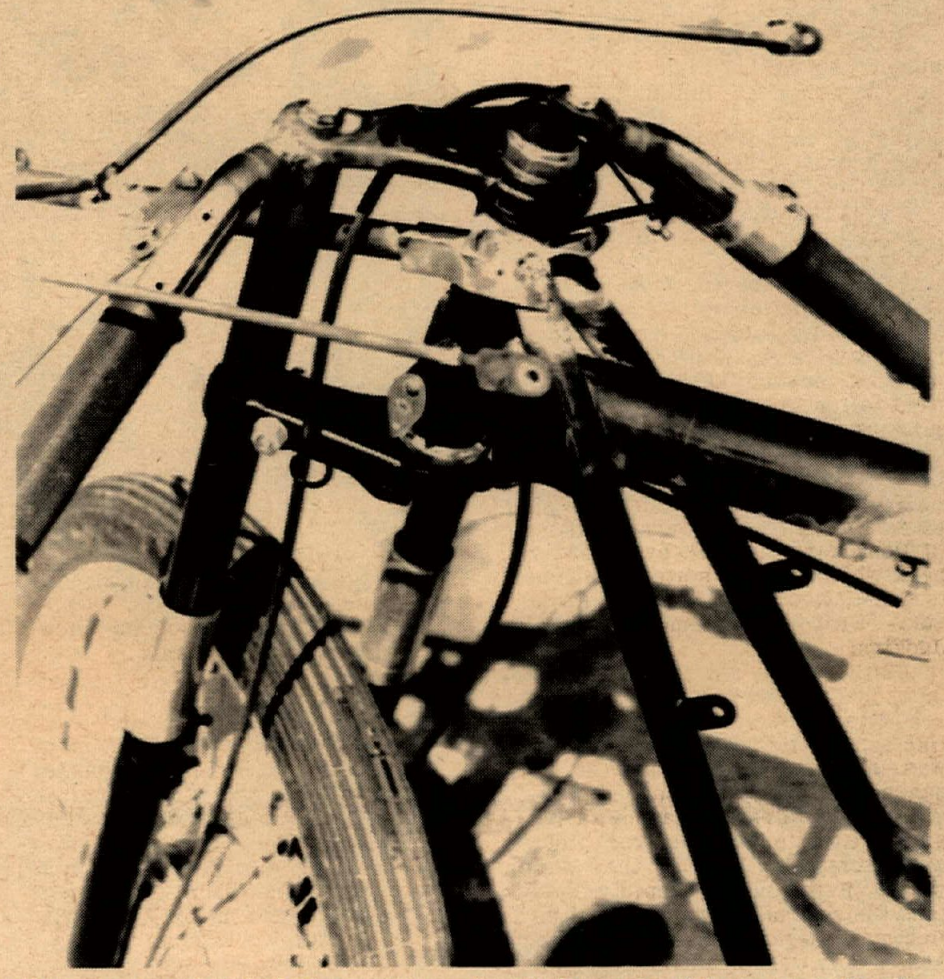
Filling the Tank

Mounting the tank was a snap. Cut a piece of 1" steel strap 4½" long and braze to the bottom of the top tube. Now set the tank in place, and bend the strap so it just touches the bottom of the tank. That's all there is to it. It couldn't be any simpler. Later on we'll show you how to make the tie-down for the top.

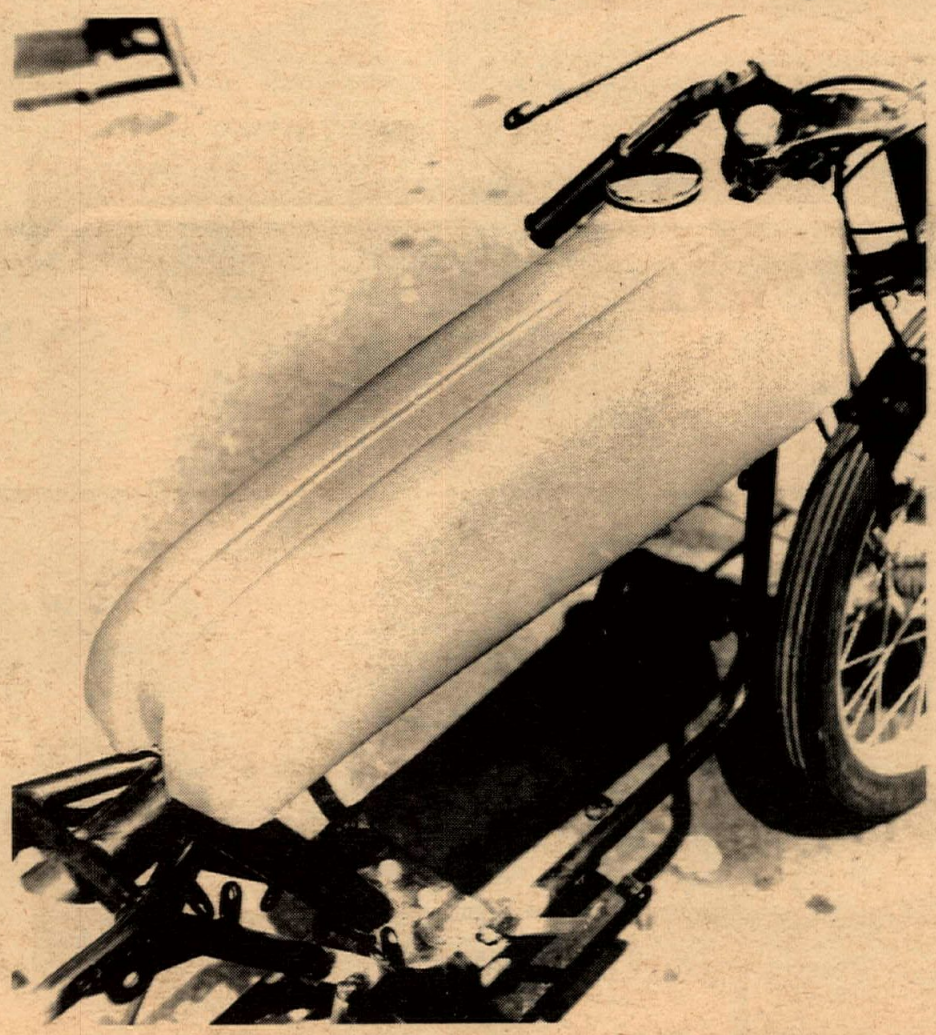
The fairing mounts take a little more doing. I could go into a long dissertation on how to build the mounts, but I'm afraid it would make the job sound more difficult than it really is. Study the photos carefully and you'll see just how it's done. You'll notice there are two straps reinforcing the main forward mounting tube. Without this additional support the mounting tube will probably break off. And it will happen at a very inopportune time like when you're riding the bike. Those outrigger-like devices brazed to the forward mounting tube add a great deal of support to the top of the fairing. These braces will prevent the fairing from fluttering at high speed. Just be sure these braces are high enough so they don't interfere with your hands on the controls.



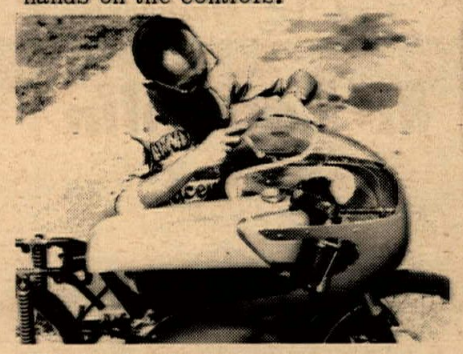
The rear mounts are quite simple and easy to install. Use ¾ or ⅞ strap material for these.



Here you can see how the fairing mount is constructed. Be sure to add the two straps from the mounting tube to the frame.



Set the tank in place and you're in business. Later on we'll make the center tie down.



This is what the fairing should look like once installed. You may have to trim fairing slightly around the clip ons.

Trimming the Fairing

Once the fairing is mounted to the chassis, the plexiglass bubble is bolted to the fairing and trimmed to size. I use masking tape to provide a line to cut to. If you have a band saw handy, you can use this, but if not, a sharp hacksaw blade works just fine. Whatever you do, take your time. By using a hacksaw blade you can cut around some pretty tight corners without any trouble. Once the trimming operation is out of the way, finish off the edge with a fine file. With the edge smoothed up, pull off the masking tape.

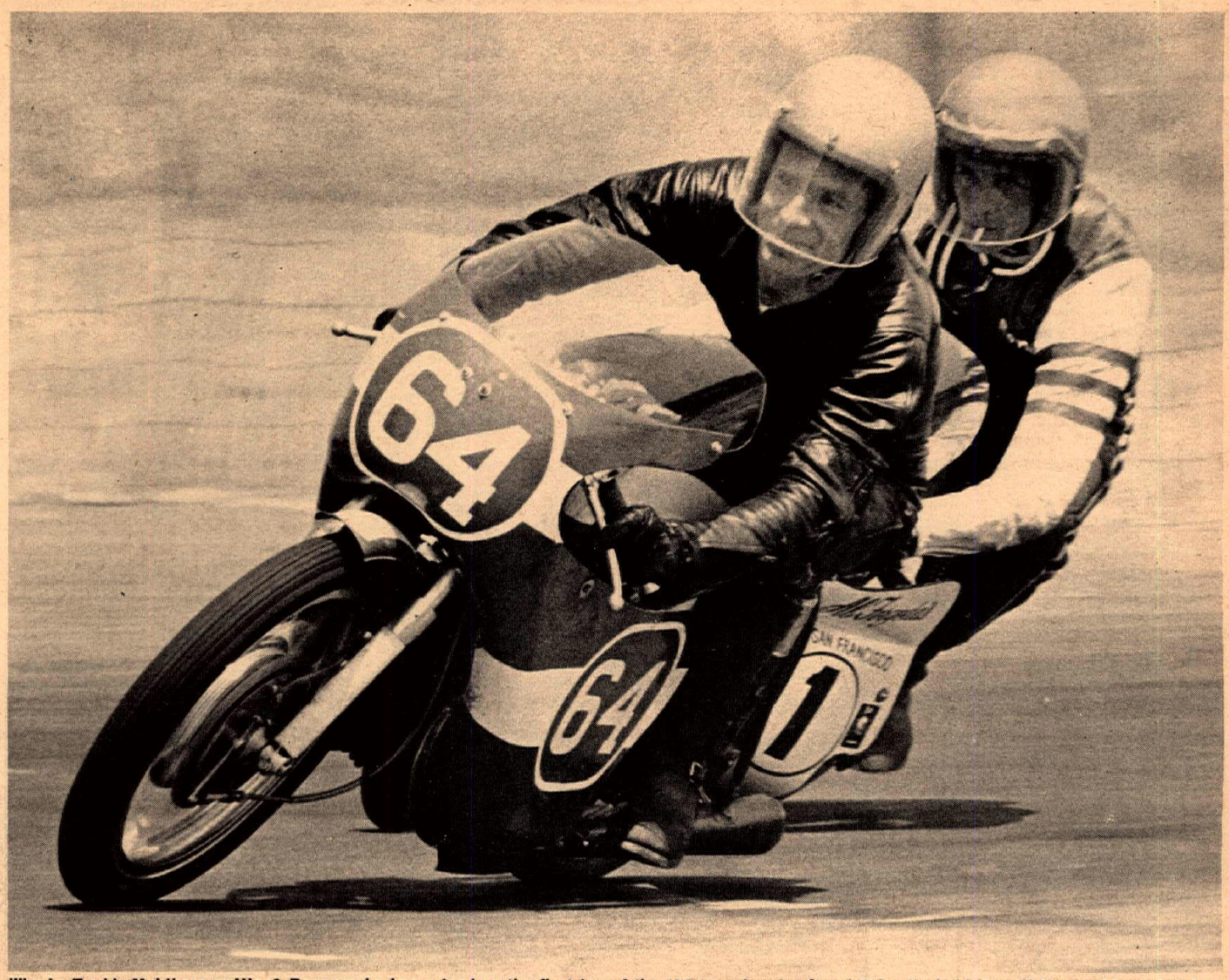
Next week we'll install the rear brake assembly and show you how we made the seat mounts.

AFM BREAKS RECORD AT COTATI WEEKEND

Story & Photos by George Martin

An American Federation of Motorcyclists record, 106 riders turned out to speed around Cotati last week. The large number of riders made for excellent racing with lots of traffic and passing.

With three classes in the same race the start of the final event was heralded by a mighty roar, flashing paint and chrome and a great ponderous gaggle of machines bombing around turn one and down the approach to Cotati's fast left-hander turn two.



Why is Freddy Muhlberg smiling? Because he has a lead on the first lap of the 175cc and under Grand Prix. He held it until the next lap when he got all out of shape in the second turn.

175cc and Under

Rick Schell, in semi-retirement from racing since the opening of his S&T Sportcycles in Walnut Creek, had his 125cc dohc Honda out, and it proved to be the only thing under 250cc to beat Ron Grant's Yamaha 100.

Grant, who always gets excellent starts, fired first and took off in a great hurry with Freddy Muhlberg close behind on his Honda 160 and Schell behind him on the Honda 125.

As the pack roared around for the finish of lap one Muhlberg had snatched the lead, but as he went into lap two Freddy overdid it and had to take the slip road at turn two, both his wheels locking and sliding in the process.

While Fred sorted things out and restarted his engine, Schell, who had by then snatched the lead, was trying to shake Grant.

As they left the esses and bombed out onto the straight Schell began slowly building up a lead despite Grant's fierce riding.

While Grant continued his futile pursuit of Schell, Dwight Huffman of San Jose on a 125 Bultaco TSS was closing in on Rich Raschke, of Berkeley, on a Honda CR-93, in an attempt to steal Raschke's third place spot.

On lap three Huffman was successful, but Raschke fought back and regained the spot on the next lap, holding it to the finish.

Schell continued to expand his lead and won, followed by Grant, Raschke, Huffman and Fred Muhlberg, who had passed almost the whole field after his engine-killing slip road trip early in the race.

250cc GP

First into turn one in the 250 class was the white Yamaha TD1-C of Ron Grant followed by a howling pack which quickly sorted itself out to Grant, Ned Marandino on a Kawasaki and Yamaha-mounted Bill Judkins.

Farther back, Art Baumann, also on a TD1-C, had gotten a bad start and was carving through the pack like an electric knife. By lap two he was third and on lap three he had passed Bill Judkins for second place.

Seconds later Baumann was nipping at Grant's heels and both riders were scratching for all they were worth. Both pulling rapidly away from the rest of the pack, Grant and Baumann began a series of lead swaps that were beautiful to behold until Art tried too hard coming out of turn one and threw it away.

"I turned it on a little too soon, I guess," Baumann said after the race, ruefully rubbing a scarfed spot on his black and orange leathers.

After skidding along the ground for a few discomfiting seconds, Art leaped back on the sputtering Yamaha and shot off, still in second place but hopelessly behind Grant.

At the finish it was Grant, Baumann and Judkins.

350-500-Open

First immediately and destined to remain that way was Bill Lyons on the red Triumph 650. Another Triumph, ridden by Tom Steele was second, third was Ron Grant and fourth was Art Baumann, on a Honda 350 recently build up by Aaron Wilbur and Freddy Muhlberg.

Baumann passed Grant on lap two, but was unable to catch the speedy Triumph of Steele until lap six. Moving up from deep in the pack meanwhile was Art Bernheisel, on a huge looking Harley Sportster. Bernheisel was making good use of the big Harley's thundering power as he moved into fifth place on lap two, then fourth one lap later. Pouring on the steam Bernheisel began stalking Steele's Triumph and caught him in a last-lap burst of speed to take third overall.

Final results showed Lyons first, then Baumann, Bernheisel, Tom Steele, and Phil Makanna, fifth on a Norton Manx.

250 and Under Production

Bill Judkins, who had an easy win last time at Cotati in the 250 production race on his Kawasaki, met his waterloo in the form of an extremely fast Yamaha ridden by Nick Theroux.

Judkins got off to a first lap lead but was only able to hold it for two laps. On lap three, Theroux passed him and although Judkins rode like a man possessed, Theroux's orange "Jack's Go-Shop" jersey stayed resolutely ahead.

Third was Jim Keys, on a Suzuki X-6.

350 and Over Production

The 350 and over production race gave the spectators another chance to watch Ron Grant push a bike to the abolute limit. Dave Burchards was piloting a Honda 450 and grabbed a quick lead with Grant second.

Concentrating utterly on getting the last ounce of speed from the Yamaha, Grant set out in pursuit. Burchards pressed on and almost turned the trick. But on the last lap as Burchards braked for the back hairpin, Grant swooped by and held off Burchards just long enough to take the checker first.

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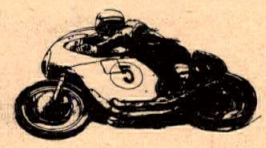

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All results unofficial unless otherwise noted.

RESULTS

ASCOT HALF MILE
Friday, June 23, 1967

15 LAP EXPERT

1. Chuck Jones	BSA
2. Dan Haaby	BSA
3. Mel Lacher	H-D
4. Al Gunter	Mat
5. Ralph White	BSA
6. Sammy Tanner	BSA
7. Blackie Bruce	BSA
8. S. Seabourne	BSA
9. Bob Bailey	Tri
10. Jim Nicholson	Bel

10 LAP AMATEUR FINAL

1. Jim Odom	Tri
2. Phil Todd	BSA
3. Jan Crawford	BSA
4. Lenny Earl	H-D
5. Keith Kruser	BSA
6. Lloyd Houchins	BSA
7. Gary Waldo	H-D
8. Mike Lithicum	BSA

8 LAP NOVICE FINAL

1. R. Elisarraras	Suz
2. Alex Chinowski	Hon
3. Rick Durkee	Suz
4. Jim Peterson	Suz
5. Ted Newton	H-D
6. Jim Lesley	H-D
7. Jack Wilkinson	H-D
8. Mike Spitzer	H-D
9. Ken Lighthouse	Yam
10. Dave Smith	H-D

NATIONAL POINT STANDINGS INCLUDING OHIO CHAMPIONSHIPS

1. Gary Nixon	243
2. George Roeder	166
3. Mert Lawwill	164
4. Fred Nix	159
5. Dick Mann	135
6. Buddy Elmore	132
7. Dick Hammer	127
8. Chris Draayer	119
9. Cal Rayborn	86
10. Roger Reiman	85
11. Bart Markel	76
12. Wayne Cook	61
13. George Montgomery	53
14. Larry Palmgren	53
15. Gene Romero	52
16. Eddie Mulder	46
17. Warren Flickinger	44
18. Darrel Dovel	43
19. Swede Savage	43
20. Larry Shafer	37

MONTEREY SHORT TRACK
Saturday, June 10, 1967

HEAT 1
Bill Jamison
Ray Ramirez
Mike Akatiff

HEAT 2
Ken Weakley
Roger Goldthwaite
Jerry Mather

HEAT 3
Carl Cranke
Tony Williams
Steve McCant

HEAT 4
Jim Odom
Mike Yarn
Tony Sosa

1st SEMI
Ray Ramirez
Tony Williams
Steve McCant

2nd SEMI
Roger Goldthwaite
Mike Yarn
Jerry Mather

T.D.
Carl Cranke
Jim Odom
Bill Jamison

SPECIAL EVENT
Mike Akatiff
Billy Graham
Jim Ebright

"B" MAIN
Jerry Mather
Gordon Card
Dick Crane
Steve McCant

"A" MAIN
Carl Cranke
Roger Goldthwaite
Jim Odom
Bill Jamison

VALLEY TRAIL RIDERS ASSN. ENDURO June 11,

TRAIL BIKES UNDER 250cc OVERALL

1. Doug Furman	Hon

TRAIL BIKE

1. David Sickel	Hon
2. John Crump	Suz
3. Daniel Nieman	Suz
4. Bob Rountree	Hon
5. Ken Brown	Hod

250cc AND OPEN

1. Don Wimpers	Ind
2. T.R. McGeachin	Bul
3. Ron Cox	Bul
4. Joe LaVigne	Dot
5. Robert Moll	Tri

RESULTS AMA 100 MILE NATIONAL CHAMPIONSHIP, LOUDEN, NEW HAMPSHIRE
June 18, 1967

1. Gary Nixon	Baltimore, Md.	
2. Chris Draayer,	Salt Lake C., U.	
3. Dick Hammer	Lakewood, Cal.	
4. Mert Lawwill	San Fran., Cal.	
5. Roger Reiman	Kewanee, Ill.	
6. Fred Nix	Milwaukee, Wis.	
7. Buddy Elmore	El Paso, Tex.	
8. Dick Mann	Richmond, Cal.	
9. Wm. F. Sholly	Camp Hill, Pa.	
10. Geo. Roeder	Monroville, Ohio	
11. Warren Flickinger, II	Denver, Colo.	
12. Ron Grant	San Mateo, Cal.	
13. Yvon Duhamel	Montreal, Can.	
14. Calvin Rayborn	San Diego, Cal.	
15. James Varnes	Vincetown, N.J.	
16. George Montgomery	Bladensburg, Md	
17. Don Twigg	Hagerstown, Md.	
18. Jay Lawless	Stamford, Conn.	
19. Tom Heyser	Highland, Md.	
20. John Crawford	Monmt. Jct., N.J.	

250cc RACE

1. Don Twigg	Yam
2. Yvon DuHamel	Yam
3. Cal Rayborn	H-D
4. Ralph White	Kaw
5. Bart Markel	H-D
6. Walt Fulton Jr.	H-D
7. Mert Lawwill	H-D
8. Robert Winters	Yam

AMATEUR BIG BIKES

1. George Cunha	Tri
2. Walt Fulton Jr.	H-D
3. Ron Widman	

AFM NATIONAL RACE
Whiteman Air Park, June 25, 1967

50cc GP CLASS II

1. Mike Capalite	Toh
2. Sid Chambers	Mon
3. Mike Van Laar	Gua
4. Bill Boomer	Ital

100cc GP

1. Ron Pierce	Hod
2. Rick Newby	Hon
3. Robert Caldwell	Hon

125cc GP

1. Steve McLaughlin	Hon

175cc GP

1. Dave Allee	Hon
2. Ned Marandino	Oss
3. Dick Tetz	Hon
4. Bill Fulton	Hon
5. Mike Capalite	Hon

LIGHTWEIGHT PRODUCTION

1. Bill Giles	Mon
2. Sid Chambers	Mon
3. Mike Capalite	Suz
1. Ron Pierce	Yam
2. Barry Sulkin	Hon
3. Loren Harris	Yam

LIONS DRAG RESULTS
June 25, 1967

TOP FUEL: Sta-Lube "Expresso"	Tri	11.14–129.00	
RUNNER UP: K.W. Kotalac	Vin	–	–
TOP GAS: Nira Johnson	Tri	11.95–112.64	
RUNNER UP: Bob Braverman	Yam	12.22–108.67	
TOP STREET: Johnnie Eastes	H-D	12.21–110.22	
RUNNER UP: Vince Rowles	Suz	14.10– 93.45	
STOCK STREET:			
AA–Leonard Hyder	H-D	15.55–81.37	
B–Philip Stirling		13.88–93.94	
C–Terry Carter	Hon	15.46–81.89	
D–Phil Holst	Yam	15.71–78.62	
E–Johnnie Shelly	Yam	17.51–73.52	
MODIFIED STREET:			
AA–Troy Pigus	H-D	13.77– 92.30	
A–Johnnie Eastes	H-D	12.21–110.22	
B–Don Bower	Tri	13.44– 97.50	
D–Jack Murphy	Suz	13.31– 98.47	
E–Vince Rowles	Suz	14.10– 93.45	
GAS:			
B–Nira Johnson	Tri	11.95–112.64	
C–Weber Racing Cams	Hon	12.28–107.63	
D–Bob Braverman	Yam	12.22–108.67	
F–Scott Gerhardt	Yam		
FUEL:			
A–K.W. Kotalac	Vin		
B–Bob Ebeling	Tri	11.14–129.00	

IRWINDALE DRAG RESULTS
June 24, 1967

TOP FUEL: Murray & Cook	Tri		
JR. FUEL: Tony Dodge	Tri	11.40–124.30	
TOP GAS: Smith & Butterworth	H-D	10.95–125.75	
JR. GAS: Nira Johnson	Tri	11.97–112.67	
COMP GAS: Bob Braverman	Yam	12.13–107.65	
TOP STREET: Lance Haserot	H-D	12.37–109.22	
JR. STREET: Boyd Marshall	Yam	14.72– 88.06	
STOCK STREET:			
B–Carl Morrow	H-D	13.27–100.78	
C–Ken Mackintosh	BSA	15.74– 80.00	
D–Jim Eaton	Hon	15.59– 78.69	
MODIFIED STREET:			
AA–Lance Haserot	H-D	12.37–109.22	
B–Dick Strickland	BSA		
C–Harry Couch	Tri	13.55– 94.43	
D–Jack Murphy	Suz	13.56– 96.91	
E–Boyd Marshall	Yam	14.72– 88.06	
F–Brad Miller	Hon	19.00– 64.05	
GAS:			
AA–Smith & Butterworth	H-D	10.95–125.75	
A–Johnnie Eastes	H-D	11.89– –	
B–Nira Johnson	Tri	11.97–112.67	
C–Len Jasmin	Tri	13.39– 97.59	
D–Bob Braverman	Yam	12.13–107.65	

EKINS WINS GREENHORN WITH TRAIL BIKE

According to results released this week by the Greenhorn-sponsoring Pasadena M.C., Dave Ekins, a Zundapp 100 trail bike, has won first overall. Due to unusual difficulties encountered on several check points, the results had to be retabulated, resulting in a different finishing list than earlier published by CYCLE NEWS. Here is the corrected and official list of finishers from one through twenty:

1. Dave Ekins.	Zun
2. Bob Steffan	Tri
3. Dick Dean	Tri
4. Cal Bottum	BSA
5. Doc Brice	Tri
6. Chuck Brewster	Tri
7. Pete Bogardus	Tri
8. Buck Smith	Tri
9. Bill Morrow	BSA
10. Mitchell Truesdale	Tri
11. Charlie Brown	Tri
12. Gene Smith	Tri
13. Lloyd Cox	Tri
14. Bill Fullmer	Tri
15. Ron Bishop	Jaw
16. Tom Senter	Tri
17. Bill Mencken	Hon
18. Jack Krizman	Mai
19. Tom Maxwell	Nor
20. Mike Haney	Tri

HEAVYWEIGHT PRODUCTION

1. Barry Provisor	Bul
2. Jack Pepple	Duc
3. Marv Bigman	Yam
1. Byron Black	Kaw
2. Marty Brinkworth	Yam
3. To	
1. Dick Kilgroe	Hon

50cc GP CLASS I

1. Colin Jones	Hon
2. Tony Nicosia	Hon

250cc GP

1. Ron Pierce	Yam
2. Jim Deehan	Hon
3. Tom Finlay	Yam
4. Doug Van Tassel	Duc
5. Mike Kohn	Par
6. Art Baumann	Suz

350cc GP

1. Art Baumann	Hon
2. Bob Bender	Hon
3. Marty Brinkworth	Yam
4. Tom Finlay	Hon

500cc GP

1. Dick Kilgroe	Hon
2. Ned Marandino	CZ

OPEN GP

1. Jim Deehan	Tri
2. Dale Alexander	H-D

10 MILE NATIONAL RESULTS
Columbus, Ohio

1. Fred Nix	H-D
2. Gary Nixon	Tri
3. George Roeder	H-D
4. Dick Mann	BSA
5. Bart Markel	H-D
6. Babe Demay	H-D
7. Neil Keen	BSA
8. Dick Hammer	Tri

AMATEUR FINAL WINNER
Ed Varnes, Cochransville, Pa BSA

MOTOCROSS TT SCRAMBLES
Phoenix, Ariz., Beardsley Track June 18, 1967

125cc AMATEUR

1. Harold Beard	Yam
2. Fred Krouse	Kaw
3. John Fox	Hon
4. Alan Rodgers	Yam

125cc EXPERT

1. Tom Halford	Yam
2. Jim Halford	Yam
3. Harold Phelps	Yam
4. Jim Morgan	Bul

250cc AMATEUR-EXPERT

1. Brian Ross	Bri
2. Bob Addington	Duc
3. Sam Wright	Hon
4. Bill Boat	Yam

OPEN AMATEUR

1. John Camp	Tri
2. Jim Abbot	BSA
3. Don Thomason	BSA
4. Manny Aguire	BSA

OPEN EXPERT

1. Jon Sellers	Tri
2. Byron Boaz	BSA
3. Lakin Gabbert	BSA
4. Jim Morgan	BSA
5. James Matson	Mat

SWEEPSTAKES

Byron Boaz	BSA

ELSINORE TT
Saturday, June 24, 1967

100 NOVICE

1. D. Damron	Hod
2. B. Speier	Bul
3. B. Frauenberger	Hon

200 NOVICE

1. G. Mazon	Bul
2. D. Voll	Bul
3. G. Graver	Bul

250 NOVICE

1. T. Gayle	Hus
2. J. Gove	–
3. J. Gilchrist	Bul

ORANGE COUNTY SHORT TRACK June 27, 1967

100cc T.D.
Ron Taylor, Santa Ana Yam

250cc T.D.
Rick Woods, Sunset Bch. Duc

100cc MAIN

1. Ron Taylor, Santa Ana	Yam
2. Russ Robinson, G.G.	Yam
3. Dave Massingha, B.P.	Yam
4. Jim Peterson, Orange	MB
5. Randy Layne, Fulleton	Gil
6. Gary Calkins, Lakewd	Yam

250cc MAIN

1. Rick Woods, Sunset Bch.	Duc
2. Gil Robbins, Gorman	RE
3. Jim Doran, Santa Ana	Bul
4. L. Stumpenhaus, N.H.	Bul
5. Gary Lane, Pomona	Bul
6. Sal Acosta, Compton	Bul

350 NOVICE

1. J. Wettgen	Hon
2. D. Fletcher	Hon
3. A. Lohnes	Hon

500 NOVICE

1. D. Burkman	BSA
2. A. Hindelang	Hon
3. D. Hynes	BSA

OPEN NOVICE

1. L. Mitchell	Tri
2. M. Lyon	BSA
3. D. Finley	Tri

100 EXPERT

1. D. Damron	Hod
2. B. Burkert	Hod
3. K. Wilson	–

200 EXPERT

1. D. Harrison	Bul
2. D. Dunham	Bul
3. R. Killingsworth	Bul

250 EXPERT

1. L. Taylor	Bul
2. J. Kopp	Gre
3. T. Gayle	Hus

350-500-OPEN EXPERT

1. C. Cargo	BSA
2. J. Bailey	BSA
3. A. Ellis	Hon

SACRAMENTO TRACKERS SHORT TRACK

100cc NOVICE

Tom Christenson	Hon
Joe Henry	Hon
Hugh Toby	MB
Chuck Miller	Hon

100cc AMATEUR

James Childress	Bri
Roger Smart	Yam
Ron Smith	MB

175cc NOVICE

Roger Oliver	Hon
Jack Driggs	Oss
Renny Stareeli	Kaw
Ken Caruthers	Oss

175cc AMATEUR

Merrill Biedleman	Bul
Dane Klien	Oss
James Peck	Bul
Rick Whiteacre	Kaw

200cc NOVICE

George Roche	Bul
Sherman Rodaer	Bul
Mike Nordstrom	Bul

250cc NOVICE

Ray Vatne	H-D
Keely Hudson	Bul
Mike Wells	Suz

250cc AMATEUR

George Carter	Yam
Elden Hinkle	Bul
Terry Sage	Bul

TULARE, Calif.

5 MILE NATIONAL DIRT TRACK CHAMPIONSHIP

A.M.A. SANCTIONED

HALF-MILE

FRIDAY
EXPERT-AMATEUR QUALIFYING AND FULL NOVICE PROGRAM! 40% PURSE! WINNER GUARANTEED $100

SATURDAY
EXPERT CHAMPIONSHIP ! SEE YOUR FAVORITE TOP NATIONAL NUMBERS IN ACTION! LOTS OF EASTERN RIDERS! MARKEL, TANNER, GUNTER, HAABY, MULDER, LAWWILL, NIX, SAVAGE AND MANY, MANY MORE!

A C&C ENTERPRISES PROMOTION

THIS WEEKEND

BAY MARE SCRAMBLES
June 25, 1967

50cc AMATEUR-EXPERT
Steve Nichols	Hon
Jay Lewis	Yam
Don Ogilvie	Hon
Bill Ashford	Hon
Stan Berliner	Hon
Murray Smith	Hon

100cc NOVICE
Ken Green, Jr.	Hon
Linus Beall	BS
Tom Schmid	Yam
Rick Durand	Hon
Burt Severg	Hon
Alan Karschnes	Hon

100cc AMATEUR-EXPERT
Marty Endless	Hon
Kirk McDowell	Hon
Ken Greene	BS
Howard Mendenhall	Yam
Doug Yerker	Bul
George Omo	Hod

125-175 AMATEUR EXPERT
Steve Bash	Bul
Jim O'Neal	Bul
Craig Cove	Gil
Del Hunt	Bul
Frank Spangler	Mon
Linus Beall	Yam

200cc AMATEUR-EXPERT
Randy Smith	Bul
Art Carter	Bul
Chuck White	Bul
Buck Christophson	Bul
Tom Davis	Bul
Mike Bast	Bul

250cc NOVICE
Tony Capistrano	Bul
R.J. (Ike) Eigenbrod	Hus
Richard Marquis	Hon
Dave Alleman	Bul
Jim O'Neal	Bul
Paul Schnieber	Mon

250cc AMATEUR
Larry Shoemaker	Bul
Denny Hansen	Bul
Orvis Stacy	Bul
Steve Stricklin	Bul
Chuck Berry	Bul

250cc EXPERT
Keith Mashburn	Bul
Ray McCarty	Hus
Jim Connolly	Gre
Russ Darnell	Gre
Don Harris	Hon

350cc AMATEUR
Eugene Smith	Hon
Donald Teeters	Hon
Jerome Wahl	Hon
Roy Jarrett	Hon
Lance Curtis	Hon
Tom Schmid	Hon

500cc NOVICE
Douglas Teeter	BSA
Jerry Chap	Mat
Dan Border	Tri
Orivis Stacy	BSA
John Good	BSA
C.O. Hytten	Tri

650cc NOVICE
Al Rollins	Tri
John Wiley	Tri
Dick Alken	Tri
Bob Koenoff	Tri
Larry Garban	Tri
Jim Myers	Tri

500-650cc AMATEUR
Larry Shoemaker	Tri
Bob Mortensen	Tri
Jerry Hansen	Tri
R. Carpenter	Tri
Dwight Harlo	BSA
Mike Bradly	Tri

500-650cc EXPERT
John Rice	Hon
Loren Andrus	Tri
Mike Van Acker	Tri
Jim Moffitt	BSA
Dick Mills	Velo
Joe Roberts	Tri

SPROCKETS SCRAMBLES
June 11, 1967

50cc NOVICE-AMATEUR
Darrell Smith	Yam
David Matthews	Bri
Stan Sanderson	Yam

190cc NOVICE
Greg Grouleff	Hon
Sammy Holland	Kaw
Ron Tobey	Hod
Fred Gregory	Bul
Steve Furtney	Bri

90cc AMATEUR-EX
Mike Lane	Hod
Avery Hensley	Hod
Jimmy Maxwell	Hod
Rick Brake	Hon
Bob Elisarraras	Suz

175cc
Ray Spiker	Bri
Guy Smith	Bri
Mike Middleton	Hon
David Gardner	Hon
Larry Codey	Bul

200cc NOVICE
Steve Davis	Bul
Jim Keener	Bul
Ernie Winslow	Bul
Dick Periera	Bul
Lewis Russell	Bul

250cc NOVICE
Tom Church	Bul
Albert Stacy	Bul
Max Carpenter	Bul
Norm McKenzie	Bul
John Stocton	Bul

250cc AMATEUR-EX
Joe F. Brown	CZ
Don Hughes	Bul
Tracy Bright	Bul
Wayne Schmidt	CZ
Rory Randell	Ben

350cc NOV-AM-EX.
Rick Elisarraras	BSA
Ron Spillman	Hon
Louie Wood	Hon
Myram Kitchen	Duc
Lynn Campbell	Hon

500cc NOV-AM.
Lannie Mills	Tri
Chas. McCracken	Tri
Lyman P. Woodcook	BSA
Joe Garban	Tri
Wes McCollister	Tri

OPEN NOVICE
Midge Griffith	Nor
Bob Francisco	Tri
George Holland	Tri
Stan Meek	H-D
Ray Covey	Tri

OPEN AM-EX.
Sid Payne	Mat
Bob Leppek	Tri
Tim Thomas	Tri
Clarence Pitman	Tri
Joe Roseberry	Tri

SAN PEDRO M.C. SCR.
Elsinore June 11, 1967

55cc AM-EX.
T. Mason	Yam
S. Nichols	Hon
J. Lewis	Sng
F. McDowell	Hon

100cc NOVICE
B. Nosewich	Hod
D. Damson	Hod
K. Wilson	Hod
M. Carver	Hod

100cc AM-EX.
K. Lewis	Hon
D. Brooks	Suz
S. Nichols	Hon
H. Mendenhall	Yam

175cc AM.-EX.
S. Bast	Bul
M. Endens	Hon
W. Zimmerman	Bul
J. Hateley	Bul

200cc AMATEUR
B. Williams	Bul
D. Puetz	Bul
M. Looney	Bul
J. Ellienzer	Bul

250cc NOVICE
D. LeNair	BSA
T. Sumner	Hon
J. Linbeburg	Bul
D. Berg	Bul

250cc AM-EX.
D. Harris	Hon
J. Connolly	Gre
L. Taylor	Bul
R. William	Bul

ELSINORE—Cont'd.

350cc AMATEUR
R. Jarrett	—
F.L. Spaldinf	Hon
L. Wolf	BSA
R. Padgett	BSA

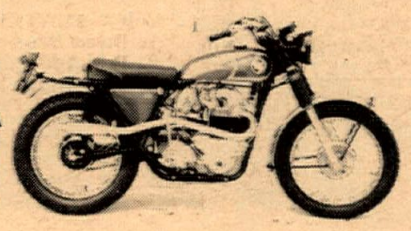
500cc AMATEUR
B. Ward	Mat
J.R. Smith	BSA
L.E. Davis	BSA
D. Allen	BSA

500cc EXPERT
B. Farnsworth	BSA
C. Mmert	BSA
D. Osilvie	BSA
J. Rice	Hon

500cc OPEN NOVIC
T. Dorsch	Tri
D. Lenar	BSA
D. Harlow	BSA
J. Myers	Tri

OPEN AMATEUR
J. Bailey	BSA
J. Peterson	Tri
B. Mortensen	Tri
J. Aucutt	Tri

OPEN EXPERT
M. Chamberlain	Tri
R. Bonner	Tri
D. Ballard	BSA
M. Posey	BSA



DIRT DIGGERS M.C.
PACIFIC SOUTHWEST CHAMPIONSHIP
European Scrambles June 25,

OFFICIAL RESULTS

OPEN EXPERTS
1. J.N. Roberts	Hus
2. Larry Bergquist	BSA
3. Bobby Ferro	Tri
4. James Martino	BSA
5. Bill Hutton	Hus
6. Ron Fry	Hus

OPEN AMATEUR
1. Ray Bierman	Hus
2. John Coots	Tri
3. M. Ryon	Tri
4. Ed Farrell	
5. Ron Sloan	Tri
6. Clinard Swafford	

OPEN NOVICE
1. John Thomas	Tri
2. Tom Simpson	
3. Jim Dorman	
4. Al Baker	Mai
5. Dennis Rempel	Hus
6. Chuck Nelson	

250 EXPERTS
1. Howard Jackson	Bul
2. W.L. Harry	
3. Glen Thomas	
4. Earl Roeseler	Hus
5. Don Watkins	Gre
6. Dennis Torgerson	

250 AMATEUR
1. George Walker	Bul
2. Robert Rodine	
3. Stan Phillips	
4. Richard Boyle	
5. Allison Van der Pool	
6. D. Afflack	

250 NOVICE
1. Warren Goff	Bul
2. Carl Steven	
3. Mike Hinshaw	Gre
4. Kurt Lohmeyer	
5. M. Haller	
6. Lonnie Betts	

TRAIL BIKES
1. Jack Morgan	Ex	Hod
2. Frank Wheeler	Ex	Hod
3. Dick Wright	Ex	Hod
4. Lloyd Taylor	Nov	
5. Wes Anderson Jr.	Am	Hod

10 DAYS OF NORTHWEST PROFESSIONAL ACTION

Thursday, July 6, 1967
Midseason Class C TT CHAMPIONSHIP 3 star at Graham Speedway (nine miles S. of Puyallup, Washington)

Friday, July 7
Time trials and Novice events for TT CHAMPIONSHIP at Castle Rock, Washington.

Saturday, July 8
30 LAP TT CHAMPIONSHIP at Castle Rock, Wash. $6,000.00 purse.

Sunday, July 9 (Tentative)
4 star ½ MILE FLATTRACK featuring Evel Kneivel leaping 15 cars. Centralia, Washington, 15 miles North of Castle Rock. 40% or $1200 purse.

Friday, July 14
GRAHAM 2-STAR TT.

Saturday, July 15 at 10 a.m.
2 star Class A FLATTRACK at Elma Fairgrounds, Elma, Washington.

Saturday, July 15 at 7:30 p.m.
2 Star CLASS C TT at Castle Rock. ½ MILE SHORT TRACK Class C at Bellingham, Washington (20 mi. South of Canadian border on freeway).

Sunday, July 16
20 MILE NATIONAL CHAMPIONSHIP at Portland, Oregon. $10,000 purse.

NOTE: Last year 10,000 spectators attended Castle Rock TT. Hotel accomodations may be filled up. Bring camping gear, just in case.

NOTICE TO ALL DISTRICT 37 RIDERS

As Of July 1st, All Machines Will Be Required To Have Rubber Covers On Their Footpegs, Brake Levers, Shifting Levers And Kick Starters (Tape Will Not Be Accepted) Compression Release Shall Be $\frac{5}{8}$" Diameter Ball Ended. There Will Be A Technical Inspection At All Scrambles Events Prior To Racing, If The Machines Do Not Pass Tech. Inspection, Then The Machines Will Not Be Allowed To Compete.(No Exceptions)

Signed,

GENE CARTER,
DIST. 37 PRESIDENT

AMA

MT. ST. HELENS M/C CLUB PRESENTS

30 LAP NATIONAL CHAMPIONSHIP
TT RACES

$6,000 PURSE

TIME TRIALS & NOVICE EVENT

FRIDAY JULY 7th 8 P.M.

SATURDAY* JULY 8 *8 P.M.

CASTLE ROCK, WASH.

CASTLE ROCK FAIRGROUNDS

GO TO . . .
IRWINDALE DRAG STRIP
EVERY WEDNESDAY NIGHT
'TIL SEPT. 6th
OPEN 5 to 10 P.M. $1.00 ADMISSION
$1.00 PIT PASS ENTRY FREE

GRUDGE RACING AND TUNEUP NIGHT. THIS IS A GOOD CHANCE TO HAVE FUN AND GET READY FOR THE BIG ONES.

ON THE CHAMPIONSHIP TRAIL

by Judy McKeen

Well, it looks like our editor liked my first couple of stories so I'll now be writing a weekly account of the races here on the East Coast. So off we go to another Saturday night at Dorsey Speedway. Just getting ready to leave is a chore in itself.

You see Red McKeen and I are helping out part time at Heyser Cycle Sales in Laurel Md. The Heysers were also kind enough to let us stay at their home, which is much better then our camper. I work the parts department and am the parts manager's (Bill Halwig) right hand man, woman I mean. By the time I leave here I should know enough about these Hondas to sk Bobby Bates for a job.

By the time you get everyone out of the shop it's a big rush to get to the race track on time. Dorsey Speedway is back in the woods and is really a beautiful track. This week there were no time trials run, instead they ran elimination heats.

Don Twigg on a Ducati won the first heat. Red McKeen, aboard his Bultaco, took second and third was Karl Beghtol on a Triumph. The second heat was led all the way by the Baltimore hero Gary Nixon. Eddy Adkins on a Ducati had a hard time taking second place from Carl Williamson on a Triumph and Carl had to settle for third place money.

In the third heat it was Elmore and Sholly, then Sholly and Elmore. It was a great race all the way, with Sholly on a BSA in first and Elmore aboard a Triumph in second. Third was Robert Giles on a Bultaco. During a couple of the heats they had to take a few riders off to the hospital. I understand it was because they rode a bit over their head. The track was in wonderful shape. The Trophy Dash was again won by Nixon, next in was Don Twigg and third place was awarded to Red McKeen. The Main Event was started without our McKeen since he fouled a plug and couldn't get his bike running before the flag went down. Don Twigg gave Nixon a fit for a while until he made a mistake, then it was again Gary all the way.

At Heysers there was a lot of midnight oil being burned every night this week. McKeen says all he wants to do is learn how to keep those two-strokes from fouling plugs. There was a lot more work going on after hours than during work hours.

Old Argument Unresolved

Ace Myers decided to come out of retirement after five years. Ace, I understand, was one of the top riders around here when he was competing. Bill Halwig, a new Amateur this year, told him that an old man didn't stand a chance against the young fellows. Well the fight was on all week to build the fastest motor. Came practice Saturday night at Dorsey both guys blew, so now they can bench race this week and discuss what they could have done. McKeen is still trying to master the art of not fouling plugs.

Weekly Dorsey Clash

June 10th at Dorsey Speedway was one of the most exciting nights of short track racing on the East Coast this season. In the first heat it was Dave Stout from Flint Mich. on a Harley-Davidson, Malcolm Doying on a Bultaco and McKeen on a Bultaco. This was Stout's first time at Dorsey and he did a terrific job of winning the warm-up. Malcolm and McKeen traded second place until the last lap, when Malcolm dove in under McKeen on the fourth corner and beat him to the finish.

The second heat was really a show. Bob Sholly on a BSA, Don Twigg on a Ducati and Karl Beghtol on a Triumph traded positions the entire race. Sholly got first, Twigg second, and Beghtol third. The third heat was won by Joe Williams on a Triumph with Eddie Adkins on a Ducati in second and third was George Russell on a Yamaha.

Semis

In the first Semi Twiggy really pushed Stout hard but couldn't get by him. Its really something to watch Twiggy in the corners, throwing lock-to-lock slides all the way around and smiling all the time. Tom Garrett on a Ducati rode hard and made it for third.

The second Semi saw Sholly in first and Beghtol in second. Malcolm, I believe, could have made it a three way race but he couldn't seem to stay off the wall. I still don't know how he stayed aboard that Bul.

Main Event

The feature event was about the best I've seen in a long time. In front were Stout, Twigg, Sholly and Doying. You could have thrown a blanket over all four riders at the same time and any time during the entire race. It was really a show to see it end up with Stout first, then Twigg; third was Sholly and fourth Doying. Saturday night was the best show the riders put on so far. As the weeks progress and they get used to the track I believe the racing will get better and much more exciting. Sunday we took a day off from racing and tried our luck at water skiing. I decided that I like motors much more than water. But it was an enjoyable change from the race track.

FIRST SPROCKETS NIGHT RACE

by Stan Coffee

Racing action under the lights returned to Bakersfield this month as the Sprockets staged their first summer bash June 11th.

Most of the trophy grabbers felt right at home in the winner's circle. Names like Sid Payne, Mike Lane, Rick Elisarraras, Joe Brown and Don Hughes.

3 Cubic Inch Terrors

Darrell Smith, Davy Matthews and Stan Sanderson provided the thrills in the fifty cc Main. Smith came through with the win just ahead of Davy. These three cubic inch scooters flat get with it.

The ninety novice final featured five different brand names in the first five places. Gregg Grouleff piloted his Honda to victory.

Mighty Mike Ridin' High

Avery Hensley looked great behind Mike Lane in the ninety Am-Exp. go. Amazing when you realize that Avery could lose ninety pounds and still weigh *more* than mighty Mike.

The 175cc Main was strictly a Bridgestone affair. Expert Roy Spiker took it wire to wire on a converted street bike and Amateur Guy Smith took to Joe Krugh's new factory scrambler like a duck to water to bring home the Amateur trophy. Mike Middleton tooled his Honda in ahead of a flock of Novices.

Steve Davis finally found the right groove on his Sherpa and came out on top of the two hundred beginners ahead of Jim Keener and "Dirty" Ernie" Winsow.

Mike Lane won trophy number ninety in his third season of racing when he took the toll of the Am-Exp. two hundreds. The first place Amateur was Pete Willis, one of the few who has beaten Lane recently.

Joe E. Brown borrowed an engine for his CZ and got it running well enough to take the measure of top Amateur Don Hughes, seventeen-year-old "Tiger" Tracy Bright and his teammate Wayne Schmidt. Rory Randell is the new owner of that terribly fast Benelli that Joe Roseberry shook up Ascot with and he gave a good account of himself, by finishing a close fifth.

Midge Griffith gave his Ducati a well deserved rest and climbed aboard his dad's 750 Norton to take the measure of the Open Novice pack and Sid Payne had things all his own again in the Am-Exp. Final, but the Amateurs led by Bob Leppek, provided enough action to stave off boredom.

The next race is Saturday night, June the 24th, make the trip, you won't regret it.

(Results on page 16)

RICE RIPS UP PALO ALTO SCRAMBLES

Photo & Story by Bill Clark

On Sunday June 10th, the Palo Alto M.C. Club held their second event for 1967. Three hundred thirty-nine riders signed in.

The 650 Expert class had 24 riders. Jim Rice (#50) of Palo Alto picked up first place gold.

The new track layout at Fremont is well liked by the riders. The sweeping bank offers a unique challenge and it was the downfall of many riders before the day was over.

'LOS ANCIANOS' HOST 50 MILER AT MIRAMAR

by Terry Otey

The "Los Ancianos' M.C. laid out a course that wasn't meant for 'Old Men'. There were severely steep uphills and down-hills, brush, rocks and narrow trails with sheer cliffs on the sides. This club is famous for their rough courses and the riders loved it. The weather was good and the dust wasn't bad. This area is used by a lot of clubs and a lot of courses will have to be laid out before you'll ever have to go over the same one twice.

Wheelies and Speed

There was excitement in the air even before race-time with the presence of a few of the better Los Angeles riders, one of whom was Malcolm Smith who thrilled fans as he rode on his rear wheel up the longest steep hill on the track. There was elbow room only at the top of this hill as the fans waited for that snorting Husky to pop up the hill with the front wheel in the air, then take off like a bullet with a smiling Smith on it's back. All bikes, except the 90's were on the track at the same time as Smith and his Husky led it wire to wire.

Mechanical Problems

Our San Diego hot shoes were hard charging but plagued with mechanical problems. Bill Silverthorn, whom most people consider to be strictly a TT rider, showed the locals how to chase the Los Angeles leader until his bike quit. Then Ed Rosa, to whom gulley crashing is no-thing new, took over and put the pressure on until his Husky's transmission put him out. John Kenyon, who has been looking good all year on his Greeves, came in second – a lap behind Malcolm. Niles Ussery, on a Triumph, led the big bores around until he made a pit stop. Gene Fetty then took command and went for the win with Ron Attig, on a Triumph, behind him. Fetty's Matchless Metisse was well away when Ussery got back in and finished third. E. Roseler was the first Novice to see the black and white checks and J. Walters was first Open Novice.

Thundering Herd

When the flag was dropped for the 100's the jockeys were more than ready and released their mounts. This is the biggest class in San Diego and the competition keen. E. Horner, an Expert on a Honda, took the win with Raymond Vanderpool on a Hodaka, (Novice) taking second Over All. The only Novice thing about this guy is his number plate. Look out, Experts when he moves up.

SUNNY VALLEY SPEEDWAY SCRAMBLES

by Virginia Copeland

At 1:00 p.m. June 11 Sunny Valley Speedway had the 62 entries lined up on the track for rider's introduction. After the introductions the riders paraded around the track and back to the pit area and the races were under way.

The 100cc class started the day with Gene Schneider, Grants Pass, Ore. and Danny Atkins, Grants Pass, sharing the honors.

Gene took the "A" main and Danny won the Trophy Dash. Then the 200s hit the track with the Russell Brothers of Grants Pass, both on Triumphs, giving the crowd a real thrill.

17 year old Dick Russell took his heat and started the "A" Main in the lead with his little brother Dave (age 16) right behind him. They went several laps before Dave got around Dick and then Dick was in hot pursuit until the next to the last lap when he fell down leaving Dave way out in front to take home the trophy. Dick didn't feel to bad about losing since he had taken the 200cc Trophy Dash and got second in the 500cc "B" Main.

Showmanship

The 250cc "A" Main was a real surprise to everyone when the two top riders were left sitting on the line when the flag dropped.

Dean Franc's Suzuki had loaded up and Wes Word hit a wrong shift on his Bultaco and loaded it up, so the pack, with Dennis Krois, on a Yamaha, in the lead was a good half a lap ahead when they got started.

Both riders knew they didn't stand a chance to place so they put on a real show for the spectators in last place. Dean even got another bike from the pits when his quit all together and waited for Wes to come around so he could race with him.

The 500cc class also held some surprise as they left the line, went into the first corner and came out still in a tight group.

Wes Word, Grants Pass, pushed his Honda to the lead with Bob Vaughn, and Fritz Espy, right behind him.

Fritz got around Bob and started after Wes but didn't quite make it before he spun out, leaving Bob in second place again. Fritz got back in the race about sixth place and worked his way back up to third before the finish flag was waved. Bill Nace Ashland, Ore. riding a BSA walked off with all the honors in the 650cc class. Even the pits had some excitement when Ron Johnson's new Bultaco backfired and caught fire. Ron was burned on the hand and arm but not seriously.

HUALPAI MOUNTAIN RUN

by Darrell Steen

On June 17 & 18, about 185 cyclists entered the First Annual Hualpai Mountain Run, sponsored by the Copper State Motor Corps of Arizona.

For the benefit of those people who have never heard of Hualpai Mountain State Park, it is fourteen miles south of Kingman, Arizona, just off Highway 93.

After entry deadline closed at 4 p.m., a delicious barbecue beef dinner with watermelon and all the trimmings was served by 5 p.m. Later in the evening, at the Pine Lake Lodge, a dance with live music was held, spaced with trophy and merchandise awards.

On Sunday morning, competition got underway for best dressed cycles and riders. Also, there were various surprise trophies given along the way.

The Copper State Motor Corps Drill Team performed their precision riding for the entrants Saturday before dinner and again on Sunday afternoon. There were seven bikes, all full-dress Harley 74's, and they did a very good job.

The tour only drew twelve to fifteen California riders, but was well worth the trip. The ride is about 360 miles from Log Angeles, and we received our 1967 AMA Tour Awards.

The weather at the park was beautiful the whole weekend, but was very warm across the desert.

Congratulations, Copper State Motor Corps, and see you next year.

MOTORCYCLE DAY IN LONE PINE

Story & Photos by George Hays

On the weekend of June 10th and 11th, more than 1,000 riders fired up their machines and headed for Lone Pine, California, to participate in the 12th Annual Ace of Clubs High Sierra Tour.

The weather, this time of year, is unpredictable, and can range from beautiful to nasty. The eager ones who left on the run after work Friday night ran into some of the nasty kind.

Crossing the mountains around the Los Angeles basin, they encountered fog and rain. In the desert, they were met by fierce, cold headwinds. Riders who left Saturday morning had better luck. The air was still chilly in the mountains, but the rain and fog were gone. Once into the desert, the weather was warm and sunny, a beautiful day for riding.

The sign-in table at the end of the run was opened at 10:00 p.m. Friday, and stayed open until late Saturday afternoon. Riders continued to pour in, until there were 698 who had paid the entry fee, and probably at least half that many came along without paying the $2.50. It was estimated that there were over 1,000 bikes in town.

Here They Come!

The program got underway at 1:30, with the parade of motorcycles through the middle of town. If you're the type who likes parades, this one will really grab you. Stand on the sidewalk of the main street, with the townspeople and tourists, gazing down the street, waiting for the flow of thundering machines to start. The Highway Patrol stops traffic. A tense excitement fills the air. Finally a youngster squeals "Here they come," and far down the street the first bikes appear. The street rapidly becomes a river of bright paint, flashing chrome, rumbling engines, flags, helmets, jackets, sidecars, and even trailers, as all types of machines flow by. Photographers dart out, aim their cameras, then scurry back to the safety of the sidewalk, risking bruises for that one good shot

Stern-Faced Judges

In a few minutes the parade is over, and the crowd heads for the airport to witness the thrilling stunts of the Victor McLaglen Motor corps, followed by the judging of machines. All manner of sparkling motorcycles are lined up, and their proud owners stand at attention beside them, hoping to win one of the many beautiful trophies, as the stern-faced judges march slowly by. In a few short hours the trophies have been won and presented, and the crowd returns to the campground for the barbecue dinner.

150 Pounds of Beans

The beef was barbecued in a deep pit. Late Friday night, a log fire was started in the pit and allowed to burn down to a bed of hot coals. Then the beef was wrapped in wet bags, tossed on the coals, and covered with earth. About 12 hours later it was removed and served. The dinner consisted of salad, french bread, beans and beef. The beans, 150 pounds of 'em, and half a ton of meat went to feed the hungry crowd. The food was delicious and the helpings were generous. After seeing that tempting food, 150 of the free-loaders broke down and bought meal tickets at $2 each.

After dinner, a few pooped people piled into their sleeping bags and called it a day. But many were still full of life and enjoyed a night on the town, or went to the Legion Hall for the free dance, or just sat around and swapped stories and enjoyed good company.

Few Zig-Zaggers

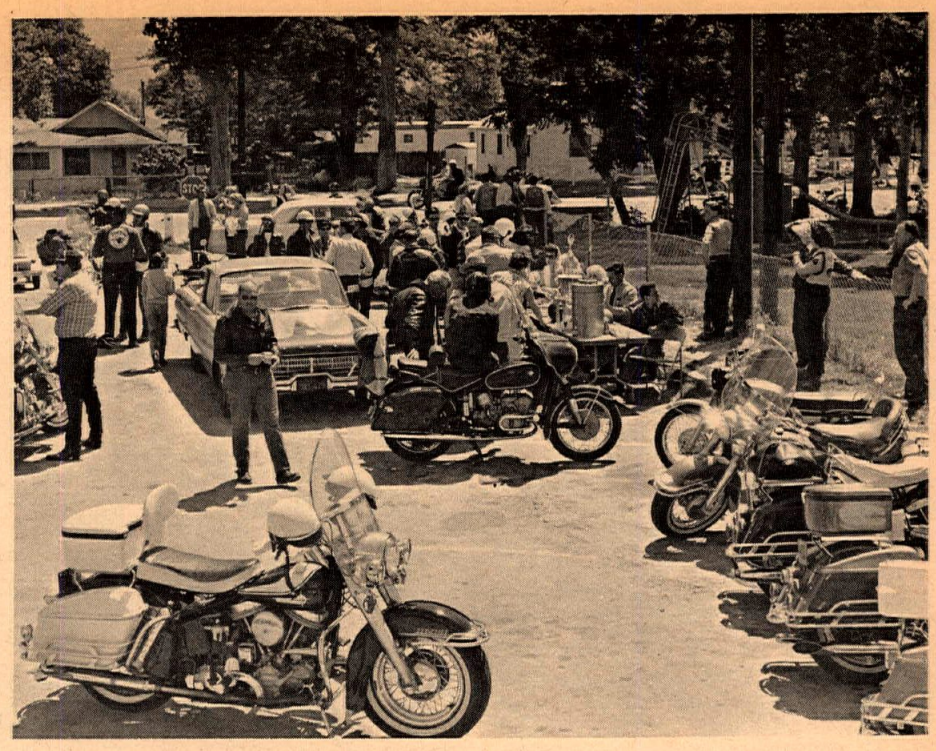
The run and the riders are very popular with the town, and many of the business establishments displayed Ace of Clubs posters in their windows.

Almost all of the riders were well behaved, but a few zig-zagged around camp and through town with unnecessary speed and noise. A couple of idiots on choppers even had a drag race on Saturday afternoon, in front of the campground. If one of these clowns should zig when he should zag, and get splattered, I hope it won't give the run a bad name.

Next Year

Lone Pine is an ideal destination for a road run. The riders camped in the city park on soft green lawn, with stores, taverns, and cafes close at hand. Sleeping on a clean lawn is great; this is one run where you don't return home with dust and dirt on your clothes, sleeping bag and machine.

Sunday morning at dawn, riders were up, bright-eyed and bushy-tailed, packing up their camping gear and getting ready for the trip home. By 10:00 a.m., the park was empty, the riders were gone, and the town settled down to its usual routine, looking forward to next year's run, when it will be Ace of Clubs time in Lone Pine again.



Signup booth was always crowded as riders continued to roll in all day Saturday.

The parade through town is an attraction the townspeople look forward to all year. Some even join in on their trail bikes.

A trophy and a handshake for the winner.

OREGON BUILDER CREATES 80cc MINI-MONSTER

Joe Leidecker of Grant's Pass, Oregon is justifiably proud of the two-wheeled mini-monster he has just created. The diminutive scooter tips the scales at just under 80 lbs. It boasts a 25" wheelbase and 80cc Yamaha 4-speed powerplant.

This is the second minibike Joe

has made and he claims it is just about ideal for trail riding in the northwestern woods, where cycles often have to be carried over and around obstacles anyway. He even plans to race it in special minibike races that are becoming popular in his hometown. Joe says he will build a similar rig for anyone who wants one. You can write to him at Yamaha Sports Center, 480 Redwood Hwy., Grant's Pass, Ore.

S.G.V. M/C DOMINATES PONDEROSA

by Wes Anderson Sr.

June 4th, was San Gabriel Valley M.C. day at the Ponderosa, as two members, Bill Hutton (Open) and Wes Anderson (trail), won their races.

Old veteran Hutton led 88 open class riders to make it three in a row for his Husky. Ron Fry, Husky, was a close second. Steve Kirk, Triumph was third, and Bob Ewing, nursing a sick engine, came in fourth. Forty open trophies were given.

Trail Bikes

Wes Anderson Jr. (Hodaka) swapped the lead several times with Yamaha-rider Barry Eisenberg on the first loop. Anderson found the groove the second time around and had a one minute lead at the finish. Anderson was 29th overall. Eisenberg was second with a 3 minute lead over John Stein (Hodaka). Big Gary Bailey came in a solid fourth.

Thirty-two trophies were given to the 79 trail bike field.

Mary Brooks, on a Bultaco, was first girl rider in. Her eleven year old son also trophied.

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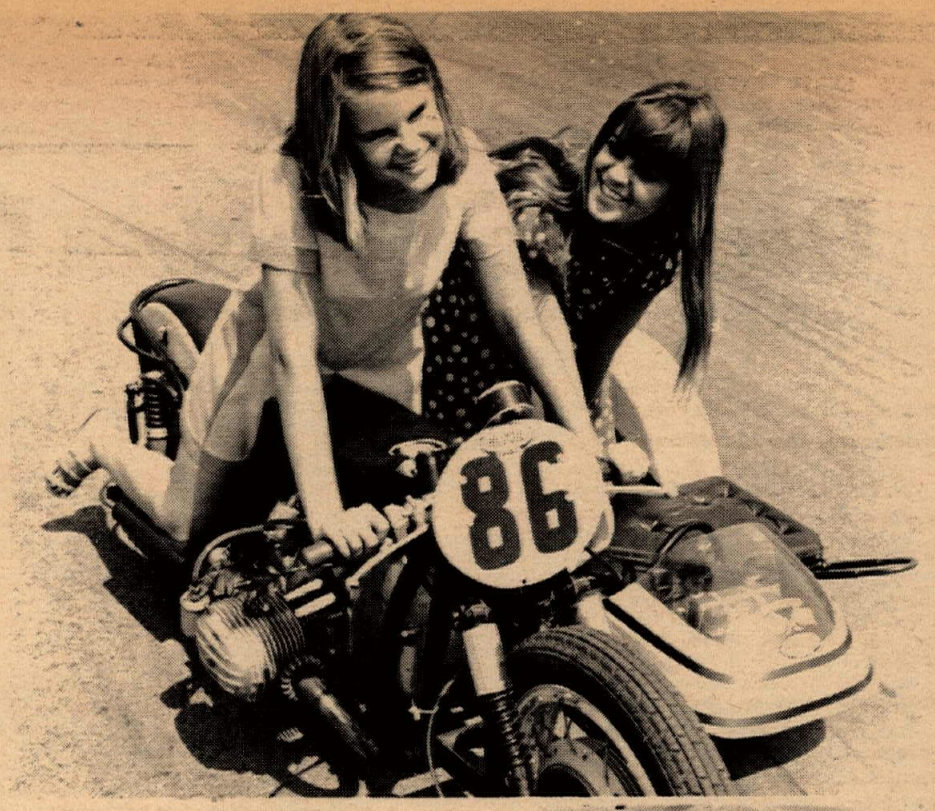
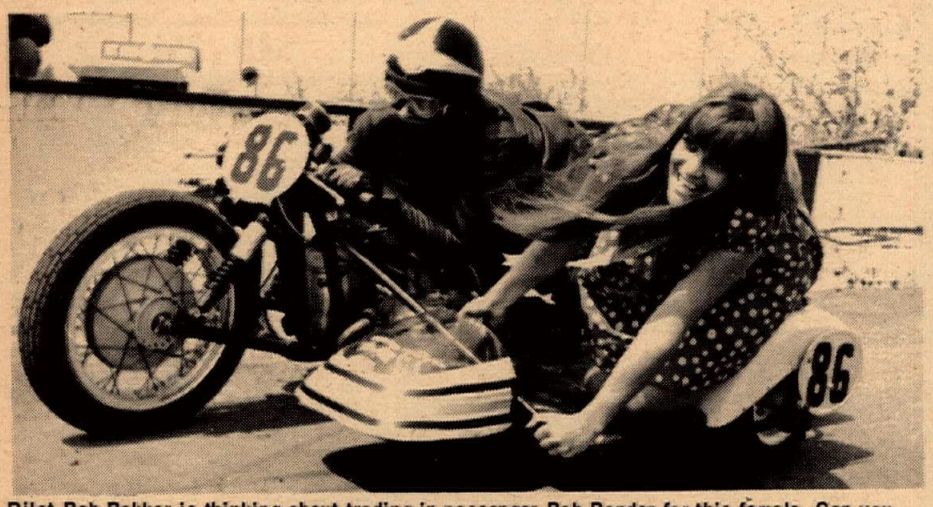
PHOTOGRAPHER'S HOLIDAY

How can those racers concentrate on their business with such adornments on the crash wall? No wonder the AMA doesn't allow women in the pits!





Pilot Bob Bakker is thinking about trading in passenger Bob Bender for this female. Can you blame him?

Models Jeannie Washburn & Freddy Fiegel courtesy DG Studios.

PHOTO BY DAVID GOOLEY

WHITEMAN

by John McGillivray

Sunday June 25 marked the last of a series of preview races prior to the Second Annual AFM 50-lap "King of Whiteman" race at Whiteman Stadium in San Fernando Valley.

Ron Pierce, defending "King" upheld his winning tradition by piloting his 250cc Yamaha to victory in the Hooligan Race and the 25 lap Main Event. Last months winner Jim Deehan, riding his 650cc Triumph TT Special was forced out with piston seizure after a fierce battle for first with Ron and Byron Black on a 350cc Production Kawasaki.

Ron Pierce also won the 100cc prod, 100cc GP, and 250cc GP events. Jim Deehan easily won the combined 350cc, 500cc, and Open class with his TT Special running in its usual fine form. Jim also pulled a surprise second place finish in the 250cc event, riding a Honda.

Sid Chambers and Bill Giles brought the little bikes out in force with Bill showing the way around on his 50cc production Mondial, the only production bike with a disc brake. Riding a rare Guazzoni, Mike Van Laar finished third behind Mike Capalite on a Tohatsu and Sid Chambers on another Mondial in the 50cc Grand Prix. Colin Jones took the overall win in the 50cc class with his class 1 Honda.

The 125cc and 175cc race saw Dave Allee taking Steve McLaughlin's usual overall win away by a fine ride on his 160 Honda. Steve showed considerable skill finishing second on his 125cc Honda CR 93. This race was the most hotly contested of the day with the first three places finishing within a second of each other.

Dick Kilgroe on his first ride at Whiteman since his accident at Riverside took the checkered flag in the 500cc event on his very fast Honda. Art Bauman took first in the 350cc class on his Honda edging out Bob Bender, also on a Honda.

(Results on page 16)

A DAY OFF

Photos & Story by Dennis Greene

Groovy Girls

I had the weekend off, "oh boy!" Now what to do. Well, I have been working with a photographer buddy of mine in his studio at night learning the fine art of being a high fashioned photographer. "You know groovy girls modeling groovy clothes and all the other groovy things groovy girls wear. So I called to see what he was shooting this weekend. Yes, you guessed it, he needed help shooting two young girls. Shooting assignment was to show off a new line of clothes with a sport event going on in the background. As you have probably guessed the advertiser wanted it to be a motorcycle road race. So off we went to the San Fernando Valley to a small town name Pacoima to the AFM road race at Whiteman Air Park.

Why did we pick this event over all the other events this weekend? Very simple. "No girls allowed in the pits" – the unwritten law of the AMA Professional Event. But this is one rule the AFM set aside, in fact women can race in AFM race event. It is not unusual to see husband and wife racing side by side. "A family that rides together stays together." So we knew that two new girls would not upset anyone so we thought. But there's a difference between girls and models, and for a time they caused a small distraction. I might add at this point it was the first time either of the young ladies had attended a motorcycle event and they loved it.

No, he didn't crash because his eyes wandered-- Just an oil slick!

For those of you who have not been to Whiteman let me say one thing. I have heard time and time again this complaint, "I can't see. where did they go, what's on the other side of that hill." This problem does not exist at Whiteman as it does at other courses. You can see the whole race from start to finish from the grandstand with all the modern facilities.

Being that this was my day off I will not go into great detail about the race. If you will look past the young ladies in the background you will get some idea of the way the day went for another triumphant win for Ron Pierce.

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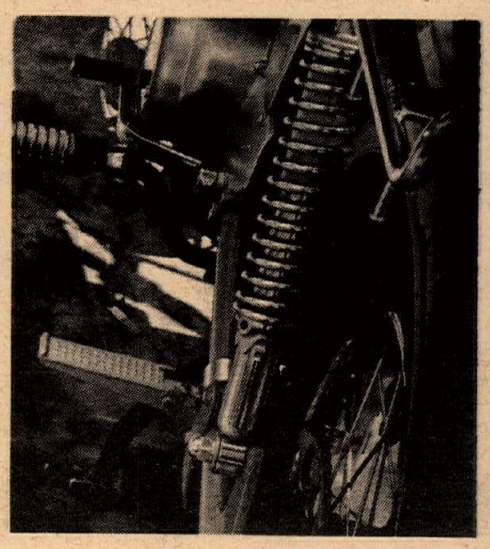

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THE FINISH LINE

By Roxy Rockwood

Freddie Nix grabbed off the Columbus National and is now one of the prime cadidates to win Tu lare this Saturday night. In fact, he is a prime suspect to win the Portland mile National, also.

Dick Mann, Bart Markel and Nix are the three National half-mile winners so far this season and all will be in Tulare for a run-off this weekend. I'll go with Markel until some rider shows different.

Nixon Still Ahead

Nixon continues to knock off wins and high finishes in National events to remain atop the national standings. The moment of truth for Gary comes this next month at Castle Rock and Ascot at the twin TT nationals. TT's are races that Gary is not the master of — nor is George Roeder, who is again in second place in the standings.

These two events will be the time for Lawwill and Markel to make their bids. Bart nearly won Castle Rock two years ago and Lawwill, with luck, can finish high in both TT's.

The short track quarter mile races at Ascot this Friday night provide new flavor along with the first time Tulare National on Saturday night.

For the stay at home fans in the Los Angeles area there will be one last TT warmup race on Saturday night at Ascot. It is the last TT before the National 50 lapper on July 22nd.

Bailey Warms Up

Another upset was scored last Sunday afternoon on the half mile at San Jose. Bob Bailey, a guy that has been going nowhere on the oval this year, won the Main Event to continue his hot and cold record. You never know about this Cat.

I had to miss the Ascot show last week due to playing nursemaid to the demonstrators at the LBJ dinner. Fans say it was one of the best — the race — not the dinner.

Lacher, Haaby and Jones head for Tulare this Saturday to take on Markel, Mann and Nix. Watch the National point battle. It will change before the month is over and change drastically.

Nix and Markel are two of the best half-milers in the nation on any track. Markel won in California his last visit. Nix has been getting better and better. Haaby, Jones and Lacher are at their peak. You try and pick the Tulare winner. I already have the Castle Rock winner and will pass it on next week.

Don't try and pick the Friday night short track winner. You can get fooled on this one because they never ran at night before on the Ascot quarter-mile.

McCORMACK INTERNATIONAL ESTABLISHED

McCormack International, Inc. has recently been established in Los Angeles for the express purpose of marketing motorcycles in the United States. The new firm is headed by John C. (Jack) McCormack, best known for his success in making Honda a family-type word.

The first project completed by the new company was a comprehensive in-depth analysis of all phases of the United States motorcycle market. Ray C. Graves, Assistant to the President, had this to say, "Our study clearly indicates that there will be a 100% or more increase in new motorcycle sales in the United States in the next 3½ years. In 1966, purchases of new motorcycles and parts in the United States totaled $350,319,000. By 1970 this figure will climb to nearly one billion.

WOODS CONTINUES TO DOMINATE OC SPEEDWAY

On Wednesday night, at Orange County Speedway, the 100cc class riders saw Ron Taylor, take both the 100cc Main and the Trophy dash against last years' champion, Russ Robinson. Both riders were Yamaha mounted. It looks as though Ron Taylor will be the man to contend with in the 100cc class. Ron got off the line first in both the Trophy dash and the Main Event and was uncontested throughout both races.

In the 250cc event, Rick Woods continues to dominate the class by winning both the main event and the trophy dash. We had a new rider move up in the 250 points, Gil Robbins on a Royal Enfield from Gorman, California. Gil got around Jim Doran on the 4th lap of the 10 lap Main Event and held second place throughout the remaining seven laps, with Jim Doran finishing in third spot. The 500cc machines still continue to practice, and the owner and promoter of the event, Ron Jones, is continuing to do everything possible with as much haste as possible to finish the new quarter mile course. It looks as though this week the entire wall will be finished, so possibly within two weeks there will be a new quarter mile course on which to run the 500cc machines.

SCRAMBLIN' AROUND

by Maureen Lee

With the next weekend being the 4th of July, you could sure keep yourself busy with all the activity that will be going on.

Sunday is the scrambles school at Elsinore and that could be worth $10 and anybody's time, because with the instructors they've got lined up you are just going to **have** to learn something! If you don't, well, sorry about that. With Jim Hunter, John Rice and Monte Darling to explain some of the finer points of scrambles to you how could you not learn? Just remember that you must have a helmet, jacket and folding foot pegs. It will be fun and if you haven't been on a track in a race before and are planning to someday, you'll have a head start over people who just show up and start racing somewhere.

Belated Egg Hunt

Then on Monday, if you're so inclined, you can journey out to the desert to Modern Cycle's Easter Egg hunt. Yup, we know it's way past Easter but there were good reasons for it being postponed, and after all, the White Rabbit in Alice was always late, wasn't he? So maybe he's the one who'll be dropping the "eggs." But find a good egg and you can win $1000 or perhaps a new motorcycle and that's not chicken feed, is it?

Tuesday it's the big annual Jack Rabbit bash, their Firecracker Fiesta, but this year it's the big bikes in the morning. So don't show up late.

We spent the past Sunday at Perris and had a chance to try the new short course which will also be used for all size machines when their night season starts. One thing for sure, the new turn sure stops that feeling you always got of "am I going to make the jump this time?" Now you have to slow down whether you want to or not. The spectators will have a ball too, as we did on Sunday watching Jim Hunter broadslide into it to square it off and then blast out. Jerry Burton expects that all the little bikes will use this new turn on Tuesday, so have fun with it!

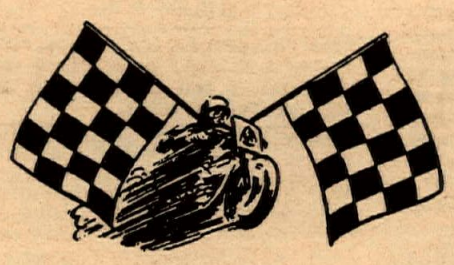
HARTLE WINS ELITE INSURANCE PRIZE

"Wouldn't it be nice to watch the fights in color?" John Hartle, national distributor for Nevr-Dull motorcycle polish thought so. To his surprise, one was unexpectedly delivered to his home a few days ago, courtesy of Elite Insurance Company who conducted a drawing for the color tube at the recent Cycle World show.

Hartle's name was picked from several thousand contestants and the TV was immediately whisked off to his home. Now he can watch the fights in color — provided, of course, he can keep all of his kids away from the dial.

Photo by Dennis Greene

Star attraction in Hartle's home now is the Packard Bell color TV won in the Elite Insurance drawing.



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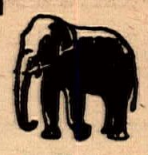

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U.S. Dist. looking for qualified 2-stroke mechanic. Contact Richard Brown at Montesa Motors (213) NO 3-8258.

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1966 YAMAHA 250cc, big bear scrambler 2100 miles, in excellent condition $550. Call 771-2497.

WANTED: Like new alloy tank and competition magneto for BSA Goldstar and cam, 29-30mm Dellorto carburetor, megaphone, and headpipe for Ducati Diana. Tel: PY 2-6244.

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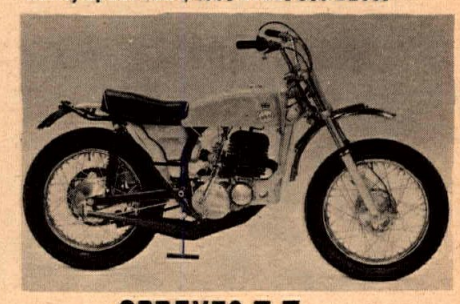

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